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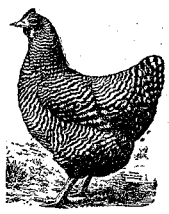

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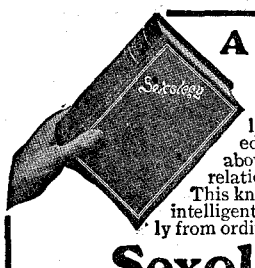

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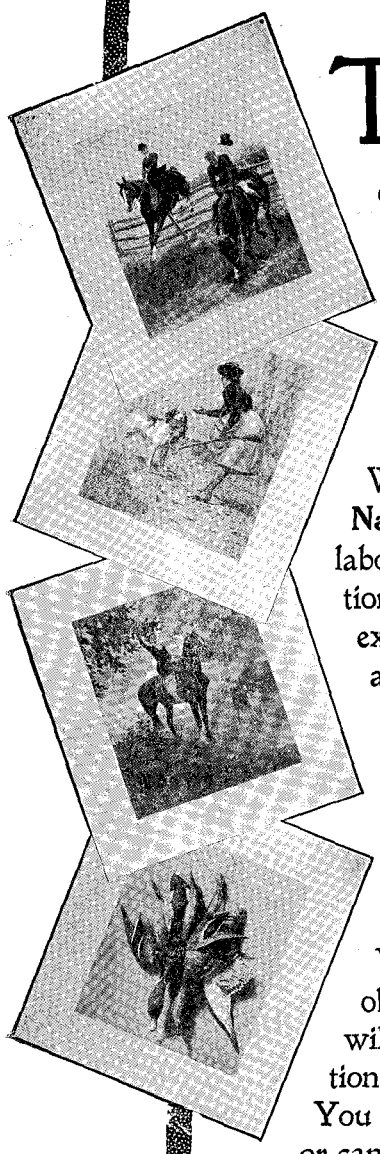

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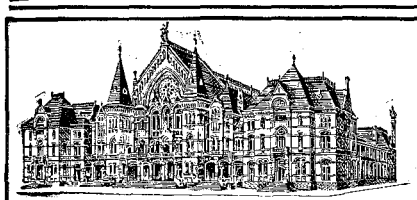

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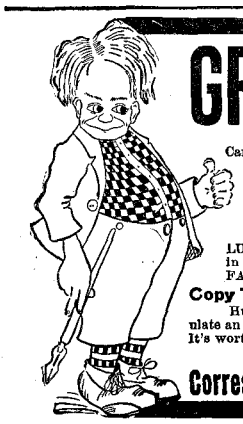

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Emerson's test of the genuine teacher was that he should speak the same word in parlor and on platform—which Carlyle *the man* passed with complete success; for he merely "looked in his heart and wrote."

His "Sartor Resartus"

(the tailor tailored) which he labored three years of his life to prepare, then refused by all the publishers, later ran thru large editions. It has become a virtual text-book of ethics in American colleges, was read 50 times over by a friend of the writer, and many historic personages have confessed to a like familiarity. *Sartor Resartus* is a mystical biography of the sage's own mind and its workings; penetrating thru the clothes of man, he proves the spiritual or *inner* man, not the outward, to be the *all important.*

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"The works of Carlyle are for all time," says the *Western Press* (England). In the *Outlook* of (this) June 12, Dr. Lyman Abbott takes up the recently published "Love Letters of Thomas Carlyle and Jane Welsh."

A Critical Opinion

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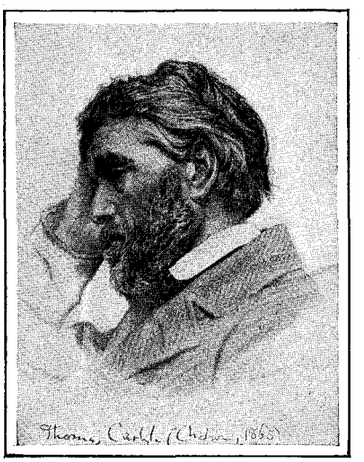
"The great passages in Carlyle's works form a new species, of which they are the only examples.

"Carlyle has, it is computed, the largest vocabulary in English prose. Your first impression, on turning to other writings after his, is that they are pale, and dim, and cold." *William Roscoe Thayer in Forum.*



The tousled head resting on the right hand, the worn, thoughtful face, and melancholy, reflective eyes.

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Carlyle had, as his friend *Goethe* said, "unborrowed principles" by which he tested the world. Says *A. S. Arnold*, "The more one studies his life and works, the more one is compelled to revere his profound depths and wisdom, his intense sympathy for humanity, his grim, tremendous earnestness;" to which the *Rev. Newell Dwight Hillis* adds: "To the *great Scotchman* God gave the prophet's vision and the seer's sympathy and sceptre."

Our own *Ralph Waldo Emerson*, after a visit to Carlyle, wrote—"The comfort of meeting a man is that he speaks sincerely, that he feels himself so rich that he is above the meanness of pretending to knowledge which he has not . . . This man is a hammer that crushes mediocrity and pretension . . . He is the most catholic of all philosophers."

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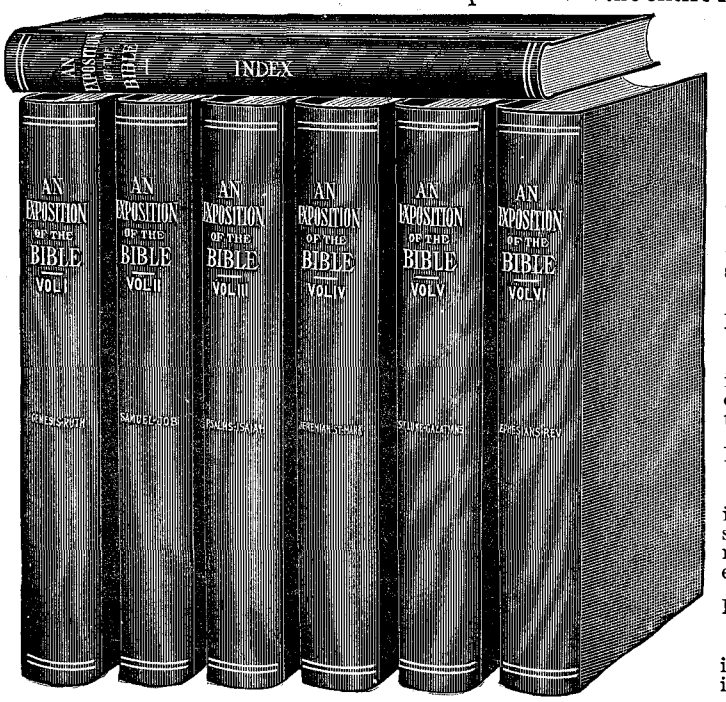
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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

STRIKES CAUSED BY HIGHER PRICES

BEHIND the present demands of the railroad workers throughout the country for higher wages looms as a cause the disquieting fact that the country's growing prosperity is increasing rather than lightening the burden of the "ultimate consumer." It is on the acknowledged fact that food, shelter, and clothing have increased in cost during the past year that the trainmen base their demands for wage increases ranging from 5 to 40 per cent. West of Chicago the matter has already resulted in a strike, but on the Eastern lines a peaceful solution of the problem is looked for. "The whole matter," says President W. C. Brown, of the New York Central, as quoted in the New York *Evening Mail*, "hinges on the one question as to whether there has been, since the last increase in wages, a material increase in the cost of living." Since the pinch of climbing prices is felt by all classes of wage-earners, demands for higher wages are now the order of the day throughout the whole industrial field. "Wages have not kept pace with prices," declares Mr. Alexander MacDonald, a Standard Oil millionaire whose testimony on the side of the wage-earner must be accepted as at least disinterested. In a Cincinnati dispatch to the New York *American* Mr. MacDonald is further quoted as follows:

"It is becoming impossible for the wage-worker to make both ends meet. I do not recall when the cost of living was so high. We will have to have a readjustment somewhere.

"It is not good that the mass of our people should be forced to live a hand-to-mouth existence. There is no incentive in work that produces nothing for the future. The saving ability of our people must not be curtailed.

"I can not see how the clerk who must pay the present high prices can support a family and save at the same time. The results of such a condition can not be anything but bad. It discourages marriage, among other things, and those who have means are living too extravagantly."

Some pessimistic observers see in the demands of the railroad workers only the beginning of a vicious circle which at each revolution will levy fresh toll on the pocket of the average citizen. Mr. Frank Fayant states this view concisely in the New York *Times*:

"Railroad wages will be raised. Freight rates will be raised. The *$100,000,000 increased yearly distribution to the 1,200,000* workers on the railroads will be added to the cost of commodities, and will be paid by the consumers of commodities."

President Brown, however, does not share the opinion that an increase in the wages of railroad employees would mean an endless chain of increases at the expense of the consumer. He says:

"It does not figure out in circles. A 10-per-cent. increase in the wages of the average conductor, engineer, yardman, and the like would be, approximately, $100 per annum. An increase of 10 per cent. in freight rates on everything his family uses in a year would be less than $1. The situation for the employee, therefore, would be much better."

Census estimates place the average income of an American family of five persons at $750. According to Mr. Fayant a 10-per-cent. increase in freight rates would add a dollar a year to the cost of things consumed by such a family—that is to say, it would add 20 cents to the living expenses of each member.

So rapid has been the increase in the cost of living in the United States, particularly in the cost of the necessaries of life, that many see in it a political as well as an economic problem of the first importance. Representative Howland (Rep.), of Ohio, wants to make it the subject of a Congressional investigation, and has introduced a resolution in the House to that end. "No subject since the free-silver agitation in 1906," declares the Macon (Ga.) *Telegraph*, "has attracted so much public attention." In spite of bountiful harvests the prices of farm products have steadily advanced until the price of corn is 113 per cent. higher than in 1896, while in the same period wheat has advanced 94 per cent., and potatoes 100 per cent. Sheep and swine have increased in value 100 per cent., while lard has gone up 226 per cent. and pork 210 per cent. This list of soaring commodities, we are told, might be extended to embrace almost everything grown or manufactured. Bradstreet's "index number" shows that $9.12 had the same purchasing power on December 1, 1909, that $3.42 had in July of 1896. Among the varied explanations advanced are the increased production of gold, the failure of our agricultural output to keep pace with our increasing population, the high tariff, the trusts, and the national spirit of extravagance. Discussing with a representative of the New York *World* the relation between the world's increased gold production and the higher cost of living President Brown, whom we have already quoted, says:

"In the Presidential campaign of 1896 the American people decided definitely and finally that gold should be the future measure of all values in this country. Since that time one country after another has followed the wise precedent thus established, and it may be said truthfully that to-day gold is the measure of value the world over.

"Economists agree that there is a direct relation between the quantity of the metal that is the basis of value and the general industrial condition; that, as the basic metal increases in quantity—and as a consequence decreases in purchasing power—the value, the price of everything measured by and paid for with that metal, is invariably enhanced in value.

"The total gold production of the world in 1896 was approximately $202,251,600. In 1908 it was $435,000,000, an increase of more than 100 per cent. in thirteen years. It is confidently

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predicted that by the end of the first decade of this new century the annual production will approximate $500,000,000. . . . . .

"The gold produced year after year piles up, is accumulated, and as it augments and accumulates it becomes cheaper—that is, as measured by the things for which it is exchanged. As it accumulates it takes more gold to buy a bushel of wheat, a suit of clothes, a pound of beefsteak, a sack of flour, or any of the other necessities of life.

"For this reason the pay of labor has steadily advanced and must continue to advance in some fair ratio with the increase in the cost of the things that labor must buy. To put it in another way, wages must go up in about the same proportion that the purchasing power of the money the laborer earns goes down."

The cost of bread in this country is a puzzling item to Mr. G. R. Cahill, an investigator for the London Board of Trade. He is quoted as saying in a Chicago interview:

"I can't understand how we can buy bread in England for one-third the price you pay in Chicago when you send us your wheat. You have to pay 5 cents for fourteen ounces of bread, while we get a loaf weighing sixty-four ounces for 10 cents. Our four-pound loaf never costs more than 12 cents, and usually only 10 cents. I confess I can't understand it."

To Gifford Pinchot the higher cost of living is a phase of the conservation problem. In his address of last week, which we discuss at greater length on another page, he says:

"The income of the average family in the United States is less than $600 a year. To increase the cost of living to such a family beyond the reasonable profits of legitimate business is wrong. It is not merely a question of a few cents more a day for the necessaries of life, or of a few cents less a day for wages.

"Far more is at stake—the health or sickness of little babies, the education or ignorance of children, virtue or vice in young daughters, honesty or criminality in young sons, the working power of bread-winners, the integrity of families, the provision for old age—in a word, the welfare and happiness or the misery and degradation of the plain people are involved in the cost of living.

"To the special interests an unjust rise in the cost of living means simply higher profit, but to those who pay it, that profit is measured in schooling, warm clothing, a reserve to meet emergencies, a fair chance to make the fight for comfort, decency, and right living."

Despite the assurance in President Taft's message to Congress that the increased cost of living is not due to the protective tariff, Senator Clapp (Rep.), of Minnesota, still holds the new tariff law responsible. A Washington dispatch to the New York *American* represents him as saying:

"This law has cost and is costing the American people millions of dollars in increased cost of living. Had the Aldrich-Payne Tariff Bill been beaten, those millions would have been saved to the people.

"It was generally understood that the tariff would bring about an increase. The increase did not affect everything, of course; but when prices were raised by those whose rates had been increased, others were compelled to increase their prices in keeping. The thing started with the tariff increases, and is going all along the line, apparently.

"Raise the price of one necessity of life—of a man's coal, shoes, food, and the man who is compelled to pay that increased price must get more for what he has to sell in order that he may pay it. Therefore, it necessarily affects the price of what he produces. He must either take less profit or else raise his price.

"You will hear it said constantly with reference to something on which the price has been advanced, 'Oh, that isn't in the tariff at all. That increase has nothing to do with the tariff.' But the fact is that the tariff reaches all along the line. . . . . .

"Then there are the combinations. They reach now to almost everything. When we had real competition the tariff was merely protective, and while it kept out foreign goods, competition among home-producers kept the prices from being excessive. But that is no longer the case.

"But when we come to the era of combinations, behind our tariff wall, to prevent competition at home, while the tariff prevents competition from abroad, then we find ourselves facing this condition of constantly increasing cost of living. Eliminate competition and producer and consumer at once become two different classes."

"Have we not taken too large a percentage of our labor and energy away from the production and distribution of the necessaries of life, and encouraged them to become engaged in producing comforts and luxuries?" writes a bank president to *The Wall Street Journal*, which paper replies that he "places his finger on one of the most important causes of high prices," since "our national, municipal, and individual extravagance is positively terrifying."

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—Mayer in New York *Times*.

THE MIRAGE.

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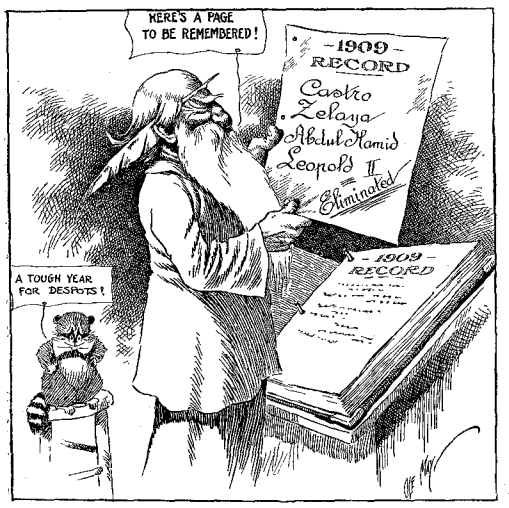


A GOOD RECORD.
—May in the Pittsburg *Gazette-Times*.

OH, SUCH A STRENUOUS YEAR.
—Bartholomew in the Minneapolis *Journal*.

LOOKING BACKWARD.

ACID TEST FOR THE BANK GUARANTY

THE actual workings of the bank-deposit guaranty plan are now being seen in Oklahoma as they operate in time of need, when banks are failing and depositors are demanding their money. This acid test of the scheme convinces most of the editorial observers that it is unsound, altho its friends maintain their confidence in it. It seems that in September the Columbia Bank and Trust Company, of Oklahoma City, went to the wall with liabilities of some $1,400,000, which swallowed up the entire guaranty fund on hand and compelled the State to call on the other banks for more. Then two other banks went down, and the demands on the guaranty fund became so heavy that some of the depositors were asked to accept paper held by the defunct banks in place of cash, and other depositors have received nothing. The Salt Lake *Tribune* says that the small local depositors were paid promptly, "while the large depositors and non-residents have not been paid at all." The indictments of the bank officials are being held up by Governor Haskell, says the same paper, pending an investigation by the State Banking Board.

The Governor is quoted by the Minneapolis *Journal* as saying that the Columbia bank failed because it was "very generous in protecting and aiding its friends in the oil business," and that "it is a question whether this generosity was the result of bad judgment only or otherwise." Another report in an Oklahoma paper is that "topheavy loans were made upon doubtful security," and "this sort of business led to the circulation of frequent rumors" which "provoked apprehension," and "the crash was then inevitable." Such statements give point to the criticism frequently made that the guaranty plan places a premium upon reckless banking. As the Portland *Oregonian* puts it:

"So long as the guaranty fund can be drawn on, or legitimate bankers will pay assessments to make up the shortages caused by the wild-cat bankers, there is absolutely no incentive for a depositor to show preference for safe banks. With such a premium on loose banking methods, 'wild-catters' have flocked to Oklahoma and, by offering inducements which legitimate bankers could not and would not offer, have drawn in heavy deposits that would never reach them if the depositor were obliged to protect himself by placing his money in the hands of a legitimate banker.

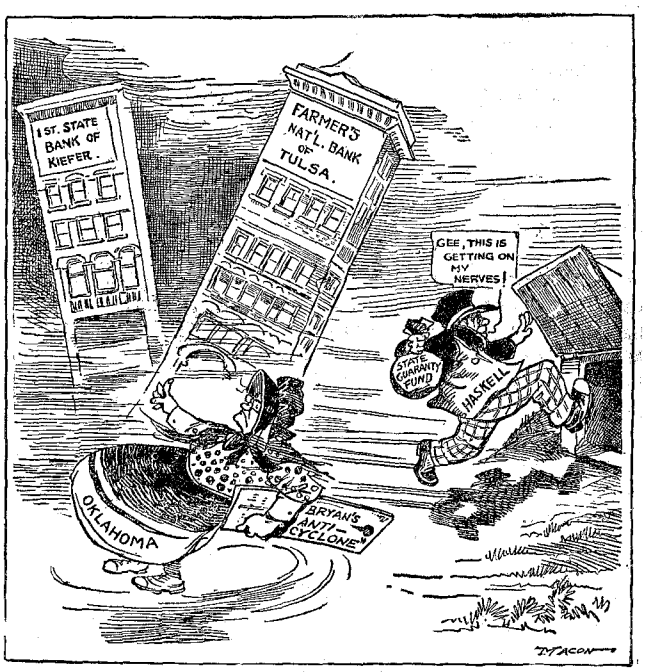
"If Oklahoma can not prevent its numerous bank failures in the midst of unparalleled prosperity, it is a certainty that there will be plenty of trouble for that guaranty fund when the inevitable period of hard times appears."

The Denver *Republican*, published in a neighboring State, makes this pointed comparison between bank failures in Oklahoma and in Colorado:

"Since Oklahoma adopted the State bank guaranty fallacy it has been having a decidedly merry time of it and a busy one. If you have been listening you have heard its banks going piff-paff-poof with a regularity to suggest that the bursting was properly timed to accord with the accumulation of cash in the guaranty fund. In fact, so strong has been the competition among the banks to beat one another to the good thing, one might almost suspect the invention of a new plan to get rich quick.

"A few early rushes to the pie-counter met a hearty reception. The State was so eager to show what a fine thing it had done in promising to protect depositors that not a moment was wasted in looking into the legitimacy of demands for reimbursement. It might very well have happened that certain far-seeing gentlemen discovered a way to quick wealth by having banks go up conveniently here and there right at the moment the books showed very handsome balances standing in the name of the proper individuals. They have been going up on any event with such regularity that the guardians of the guaranty fund are beginning to wonder where the money is to come from.

"Colorado had a bank failure the other day. It was not a very large institution nor a very bad failure, for that sort of thing has rather been discouraged in this State since the penitentiary began casting ominous shadows in that direction. There was no bank guaranty law to permit depositors to sleep sound in their beds. Neither was there one to place the State under suspicion of paying



ANOTHER FINANCIAL "TWISTER" STRIKES OKLAHOMA.
—Macon in the Denver *Republican*.

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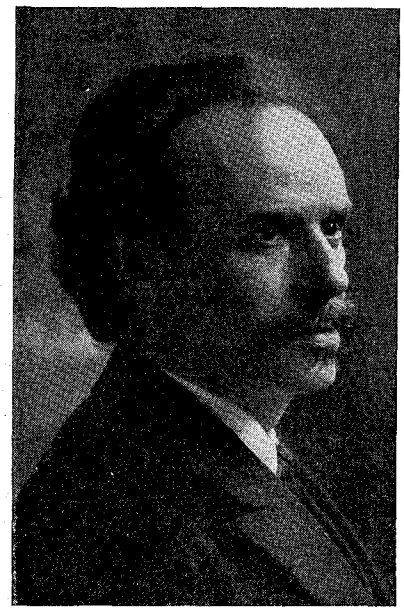
a premium on bank wrecking, but there was a vigilant sheriff on the job, and a bank examiner ready to find out things which made it decidedly expedient for the friends of the bankrupt to get busy. The result is that after no more delay than is consistent with sound business principles the depositors of the Colorado institution are to be paid in full and that without legitimate bankers having been put to the necessity of paying for the mistakes, defalcations, or dishonesty of others in the same business or contributing to a fund for conniving ones to rob at their pleasure.

"There may be a few holding that getting robbed serves a banker only too well right who will still stick up for the Oklahoma plan, but fair-minded ones will make the comparison and decide that the Colorado way is much better."

The other side of the argument is given in *The Oklahoman*, which remarks that the depositors are getting their money and no complaints are being heard from the bankers who are contributing to the guaranty fund, so it fails to see why outside critics are feeling so sad. It quotes an interesting communication from one of the State bankers, Mr. O. J. Fleming, of Enid, Okla., in the Enid *News*. He says:



PROF. FRANZ BOAS,

The anthropologist whose investigations for the Immigration Commission are thought to reveal the existence of a specific "American" physical type.

"Who is doing the kicking about our Guaranty Law anyway? Not the State bankers, who paid their three-quarters-of-1-per-cent. assessment when their business has grown to nearly three times its original size since the Guaranty Law went into effect. I have to hear the first kick from them. Not the depositors who received their money in full, and were enabled to go on with their business affairs the same as tho nothing had happened. Then who are the kickers? Why, the Republican press, of course. That is natural.

"It is most unfortunate that such a man as Mr. Norton should succeed in placing himself at the head of a large financial institution and become the custodian of funds placed in his hands that should be handled as a sacred trust and not be used in speculative oil stocks and other doubtful securities. But it is hard to keep such men out of the banking business, it seems.

"Look at the history of the Walsh failure in Chicago. The bankers of that city put up the sum of about $7,000,000 to help out a situation which might otherwise have caused a wide-spread panic. Then there was Mr. Morse, the ice king and financial speculator of New York City, at the head of large financial institutions and using the funds for his own speculative deals. So I say we have had our Mr. Norton, Chicago her Walsh, and New York City her Morse, but to my mind we have handled our misfortune in as satisfactory a way as either of the above and with less disturbance of business.

"The expression, 'good as a government bond,' has always sounded good to me, but, Mr. Editor, would you think that the national banks of Oklahoma have lost as much money by depreciation of Government bonds held by them during the past year as it will cost all of the State bankers of Oklahoma to pay their assessments on account of a guaranty fund? I think this is true without a doubt, and I know this is true as to my own bank, having had to charge off as complete loss the sum of $6,400 on $150,000 of Government bonds here, by the Enid National Bank, at the time I surrendered a national charter and became a State bank. The national banks of Oklahoma must have had a proportionate loss, yet no one that I have ever heard of seems to have mentioned this fact.

"It is my understanding that all of the national banks of the United States have suffered a total loss of about $22,000,000 in the depreciation of the premium on Government bonds held by them during the past eighteen months. But you never heard the Republican press saying anything on this phase of the banking situation. But just mention the Oklahoma Bank Guaranty Law and they get up on their hind legs and howl their heads off. All we ask is to keep 'hands off' and let our banking board handle our banking situation in their own way and we all feel that the law will be demonstrated to be a good one. Should we find that we are mistaken we are willing to acknowledge our mistake, but we want a fair trial first, and on behalf of the State bankers of Oklahoma and in common justice to our business interests I think that the misrepresentations of our splendid banking institutions should cease and that at once."

Simultaneously with this crisis in Oklahoma a decision that is arousing comment has been rendered against the Kansas Bank Guaranty Law by Justice John C. Pollock in the United States District Court at Topeka, on the ground that it is in conflict with the Fourteenth Amendment to the Constitution, which provides that no State shall "deprive any person of life, liberty, or property without due process of law." Among other things the judge said:

"In the end the great financial business interests of the people of this country, entrusted to the care and keeping of banking institutions, must depend for its security and prompt adjustment more on the known honesty, ability, and conservatism of those in charge of the affairs of such institutions than in the control exercised over them by law. Lasting financial security and permanent commercial prosperity has ever come and can only come to a State from confidence by man reposed in the honesty of purpose, the integrity of character, and the fidelity of duty of his fellowmen. It can never come from the operation of unequal, unjust, and partial laws."

While most of the press indorse this decision, the Boston *Herald* believes that if the guaranty plan is found illegal, something else must be devised to take its place.

AMERICA MOLDING THE RACES

ZANGWILL'S idea of America as a "great melting-pot," "God's crucible," wherein all the races of Europe are to be fused and reformed to produce "the American," seems actually to have received the indorsement of anthropological science. The recent report of the United States Immigration Commission includes the results of an investigation under the direction of Prof. Franz Boas, of Columbia University, on the physical conditions and characteristics of immigrants. The discoveries made by Professor Boas are generally regarded as indicating the development of a distinct American physical type in persons of European parentage, but born in this country. The inquiry, as far as the present report is concerned, has been confined to New York City and to Sicilians and East-European Hebrews, about 26,000 schoolchildren having been examined. The chief facts noted in this report have been given to the press as follows:

"Among other results noted it is shown that the American-born children of the long-headed Sicilians and those of the round-headed East-European Hebrews have nearly the same intermediate head form. The children of the long-headed Sicilians are more round-headed, the children of the round-headed Hebrews are more long-headed than their parents. Similar changes are traced in the development of the faces of these types. The amalgamation is most rapid during the period immediately following the arrival of the immigrants. The difference in type between parents and children manifests itself almost immediately after their arrival here. Among individuals born a long time after the arrival of the parents in America, the difference is increased, but only slightly as compared to the great difference that develops at once. Up to this time the investigations have not been carried so far as to determine what happens in the second generation of immigrants; but it seems likely that the influences at work among the first generation born in America will be still further accentuated.

"The Commission has also made the discovery that as a rule the

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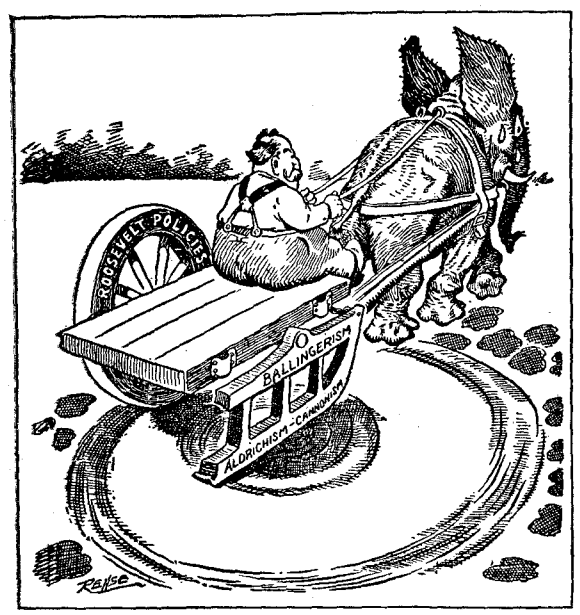

ROUGH SLEDDIN'; OR WHEELIN'; OR SOMETHIN'.
—Rehse in the St. Paul *Pioneer Press.*

SALOME'S DESIRE—WILL HE GIVE IT?
—Wisa in the Newark *News.*

A PROBLEM OF PULL.

falling-off in the size of families comes after their arrival in the United States, and coincident with this discovery has come the more important revelation that as the number of children decreases, the size of the individual increases. This fact is discoverable among the children of the well-to-do as well as those of the poor. Another result of the investigation is the development of the fact that while removal from Europe to New York has had a beneficial effect upon the physique of East-European Hebrews, the result has been just the opposite upon the Sicilians, the conclusion being that, bad as they are, the surroundings in New York are better for the Jews than in their city homes in the Old World, while the cramped quarters which the Sicilians occupy in New York City are not so desirable as their rural surroundings in Southern Italy."

While the Commission reminds us that wider and more thorough investigation must be made before pronouncing absolutely upon the question, it believes that even these facts indicate that "racial, physical characteristics do not survive under the new social and climatic environment of America." Then, if such an "assimilation of the head forms" can be brought about in the first generation, "may it not be that other characteristics may be as easily modified, and that there may be a rapid assimilation of widely varying nationalties and races to something that may well be called an American type?"

Altho the Washington *Herald* considers this theory "more interesting in suggestion than conclusive in fact," the Seattle *Post-Intelligencer* avers that these conclusions "must be accepted." The New York *Globe* takes advantage of so favorable an opportunity to reassure the anti-immigrationists; now they need not fear 'that newly arrived aliens will engulf us," or that the American will be obliterated, for "the climate will take care of him in the future as in the past, and the caricatures of Uncle Sam in a hundred years from now will present the same essential features as now—the same lankiness, the same protuberance of nose." In "this tendency to a distinct American type" there is evident to the Columbus *Ohio State Journal* a happy harmony "with our claim that here is the asylum of the opprest the world over." The Charlotte *Observer* notes the "amazing quickness" with which immigrant stock undergoes changes after arrival, a fact which would seem to show that the influence of environment upon the human race is "more positive and speedy than ethnologists have heretofore supposed." In the results of Dr. Boas' investigation the New York *Call* (Soc.) finds "striking confirmation" of "the fundamental principle of the Socialist philosophy of history, namely, that the economic environment is the dominant fact in social life, modifying all phases of that life in accordance with its own modification," and that "whatever may be the rôle of heredity in biology, or the strictly physical life, in the social life it is purely passive, assuming the form of established institutions, usages, and traditions, and giving way before the active force of economic development."

Professor Boas himself, however, is quoted in the New York *Times* as saying:

"This talk about the American type is nonsense, because in a country of this size there are probably many types. I do not anticipate finding anything like one type. . . . . .

"In my report to Congress I had said not a word about the American type. I have simply given the results of my investigations, and all I have said is that children of one long-headed race born here tend to become less long-headed, and children of one short-headed race less short-headed. This was all I said, for the good reason that this is all I know."

TO STOP THE POSTAL LEAK

THE new Postmaster-General, Mr. Frank H. Hitchcock, would like to put his department on a self-supporting basis, and as a preparatory step he calls special attention in his annual report to the growing deficit and the causes which contribute to it. During the past year, it seems, the Post-office has been run at a heavier loss than ever before, showing a balance of $17,000,000 on the wrong side of the ledger. The two great sources of this loss to the postal revenues, says Mr. Hitchcock, are second-class mail matter and rural delivery. Indeed, were it not that the loss from these two sources is partially compensated by the profits on first-class matter, the Department would show a deficit of more than $90,000,000, instead of $17,000,000. The chief item of loss stands against the carrying of second-class matter, which includes magazines and newspapers. It will be recalled that President Taft touched upon this leakage in his message to Congress, and offered the rather unpopular suggestion that it be remedied by increasing the postage rate on magazines, which demand an average haul of 1,049 miles. As the average haul for newspapers is less than a third of this distance he proposes that they be exempted from the rate increase. In spite of this sop, however, the papers do not seem to take very kindly to the President's suggestion. "Interference with printed matter of as great educational value as the magazines," predicts the New York *Evening Post*, "will hardly be possible without arousing violent popular feeling." The second-class mail privilege, declares the Baltimore *News*, "is of vast benefit to the

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mass of people." Many papers assert that what President Taft describes as a subsidy to the magazines goes rather to the railroads. Among these are the Atlanta *Journal*, the Indianapolis *News*, the Philadelphia *Press*, the New York *American*, the New York *World*, the Albany *Times-Union*, the Chicago *Record-Herald*, the Baltimore *Sun*, and the Chicago *Daily Socialist*. The New York *Times* argues that "a customer who furnishes to the railroads 700,000,000 pounds of postal matter annually in one class, the second class, ought to receive a rate as favorable as that accorded to any other customer." "To increase postal rates would be a step backward in the administration of the Department," says the Washington *Times*.

To quote briefly from Mr. Hitchcock's report:

"The most striking fact disclosed by recent investigations is the tremendous loss on account of second-class mail. While this class of mail provides a revenue of little more than 1 cent a pound, the cost to the Government for its handling and transportation averages 9.23 cents a pound. The annual loss thus incurred, as already stated, is about $64,000,000. The growth in the quantity of second-class matter sent through the mails has been extraordinary. Since the passage of the act of 1879, prescribing conditions under which publications may be mailed at second-class rates, the weight of such matter has increased more than 1,300 per cent. Last year it amounted to over 700,000,000 pounds. By the weighing of 1907 second-class matter was shown to constitute 63 per cent. of all domestic mail, and yet it yielded only about 5 per cent. of the postal revenues. The loss on second-class matter was greater than the profits on all classes of mail combined. It exceeded the total amount paid the railways for mail transportation.

"Magazines and other periodical publications, exclusive of daily newspapers, comprize about 60 per cent. of the second-class mail. The magazines alone form about 20 per cent. Magazines proper, because of the long average haul, show a cost of more than 5 cents a pound for transportation, while in the case of daily newspapers, for which the average distance of distribution is much less, the transportation cost is under 2 cents a pound. . . . . .

"In so far as the rates of payment for transportation of the mails are fixt by contracts based on competitive bidding, there can be no doubt as to their fairness. The larger part of this item, however, is for payments to railways at rates fixt by law. The charge for this service during the past fiscal year was nearly $50,000,000."

Discussing President Taft's suggestion the New York *Outlook* pertinently remarks:

"If the Government is paying an average of 9 cents a pound to the railways for carrying newspapers and periodicals, it is paying too much. The President says that the average haul of magazines is 1,049 miles. The first-class passenger fare from New York to Chicago on the Erie Railway is $18. The distance is 1,000 miles. To transport a first-class passenger weighing 200 pounds from one of these cities to the other would cost only 9 cents a pound, and mail-bags do not have seats, aisles, and other conveniences of air, light, and space. The rate of the United States Express Company between New York and Chicago—1,000 miles—is $2.50 a hundred pounds, and the United States Express Company has never been accused of doing business at a loss. It is true that these analogies are not mathematically accurate, but they are accurate enough to be very significant. If, as the President says, it costs the Post-office Department 9 cents a pound to carry periodicals between New York and Chicago, there seems to be something the matter with the relations of the Post-office Department to the railways."

In addition to a revision of the Post-office Department's contracts with the railroads, many papers demand the establishment of a parcels post. Says the Philadelphia *Press*:

"To-day the Government has the unprofitable long haul on parcels of merchandise and the express companies the profitable short haul. Give a parcels post and the Post-office would have both."

The obstacles in the way of such a move, however, are thus presented by the New York *American*:

"The people send mail on a certain train and the express companies, privately owned, send express matter on the SAME train. And the people pay on THAT SAME train for a pound of mail FOUR TIMES AS MUCH AS THE EXPRESS COMPANIES PAY FOR A POUND OF EXPRESS MATTER. There is something for Mr. Hitchcock to think and work over. Perhaps he will say, 'The railroads won't LET me stop their cheating any more than the express companies will let me start a system of parcels post.'

"That is hard to answer in these days when express companies, railroads, and other corporations are the REAL GOVERNMENT. It is not easy to fight INTELLIGENT, WELL-ORGANIZED dollars with no weapon but rather unintelligent, disorganized votes."

In this connection we read in the Albany *Times-Union*:

"At this moment a flood of light is thrown on one way at least by which the Government might make up the deficit, by the allegations of the Merchants' and Manufacturers' Association of Milwaukee in a suit against the express companies before the Railway Commission of Wisconsin, asking lower rates.

"According to these allegations, the profits made in carrying parcels, which in other civilized nations is done by the post-office, are enormous.

"The Wells-Fargo, with property in use worth $2,385,823, pays 10-per-cent. dividends on water enough to make $8,000,000 in stock. Its net dividends are over 86 per cent. on the property used in the business. It gets $1,400,000 a year in interest on its past 'savings.' Its 1909 net earnings, not counting this interest, were $3,113,025.

"The United States Express has property in its business worth $2,311,207, and pays 2 per cent. to 4 per cent. on a watered capitalization of $10,000,000. It gets earnings from invested rake-off of $440,000 a year. Not counting this, however, in 1909 it took down net operating-earnings of $570,710—or about 25 per cent. on its plant.

"The American carries capital stock amounting to $18,000,000 on a plant used in the business worth $2,357,369. It drew down $2,176,872 net revenue on $2,357,369 of property used.

"The Adams is modest and unselfish. Its plant is worth almost half as much as its capitalization—$12,000,000 of stock against $6,150,889 in plant. It pays dividends at 6 per cent. to 10 per cent. But it has a habit all its amiable own of awarding to its deserving stockholders special dividends in the form of 4-per-cent. bonds, of which it gave away $12,000,000 in 1898 and $24,000,000 in 1907. By this means it is hoped that the surplus will be kept from becoming a scandal. It got $1,000,000 from investments in 1909, and $1,700,000 in net revenues—less than 30 per cent. on its plant—but then those watered bonds had to be carried, you know!

"The Northern, on a plant of $189,409 earned 380 per cent. dividends in 1909—or net operating-revenues of $723,336. Its tank holds $15,000,000 in stock."

Among the papers which show no inclination to rally to the defense of the magazines against the proposed rate increase are the St. Louis *Globe-Democrat*, the Charleston *News and Courier*, the Boston *Herald*, and the Brooklyn *Standard Union*. Says the last-named:

"The postal deficit, as revealed by the cold figures of Mr. Hitchcock, the Postmaster-General, is simply one big piece of graft. There has been talk that the Government pays the railroads more than it ought to pay for carrying the mails. Well, the Government pays all the railroads a total amount of $50,000,000 for carrying the mails; but the deficit in the cost of carrying magazines and other second-class mail matter is $64,000,000. This is where the trouble is. If the railroads in their charity should carry the mails for nothing, there would still be a deficit in the postal finances. These magazines are carried by the Government for a little more than a cent a pound, and the cost to the Government is a little more than 5 cents a pound for transportation; while handling and transporting averages 9.23 cents a pound for all second-class matter. What that means is simply that a mass of advertisements for mail-order stores are being carried around the country by the Government at a loss that must be made up by the people. Some of the second-class mail matter actually consists of so-called 'magazines' issued from the shops where the merchandise advertised is manufactured, and issued for no other purpose than to advertise the goods. . . . . .

"As a matter of fact, the deficit in the finances of the whole country, over which Mr. Taft is worrying and which has called for drastic reductions in appropriations for necessities, is actually less than the bonus paid out of the Treasury to the advertising concerns each year."

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PINCHOT ON THE PLUTOCRATIC PINCH

WHILE waiting with some impatience for President Taft's promised message on conservation the country has had the issue defined for it in vigorous and unhesitating terms by Mr. Gifford Pinchot. In an address delivered before a group of publishers at the University Club in New York the Chief Forester declares that "the great conflict now being fought" is to decide for whose benefit our natural resources are to be conserved—whether "for the benefit of the many or the use and profit of the few." He claims it as an "honorable distinction" of the Forest Service that "it has been more constantly, more violently, and more bitterly attacked by the representatives of the special interests in recent years than any other Government bureau," these attacks having increased in violence and bitterness "just in proportion as the Service has offered effective opposition to predatory wealth." We quote further from an address which is hailed by the Washington *Times* as "something very like a classic in its kind," by the Washington *Herald* as a combination of "a bugle call" and "a slashing broadside," and by the Detroit *Free Press* as "everything that is commendable." Here is the meat of it:

"There is no other question before us that begins to be so important, or that will be so difficult to straddle, as the great question between special interest and equal opportunity between the privileges of the few and the rights of the many, between government by men for human welfare and government by money for profit, between the men who stand for the Roosevelt policies and the men who stand against them. This is the essence of the conservation problem to-day.

"The conservation issue is a moral issue. When a few men get possession of one of the necessaries of life, either through ownership of a natural resource or through unfair business methods, and use that control to extort undue profits, as in the recent cases of the Sugar Trust and the beef-packers, they injure the average man without good reason, and they are guilty of a moral wrong.

"I believe in one form of government and I believe in the Golden Rule. But we must face the truth that monopoly of the sources of production makes it impossible for vast numbers of men and women to earn a fair living. Right here the conservation question touches the daily life of the great body of our people, who pay the cost of special privilege. And the price is heavy. That price may be the chance to save the boys from the saloons and the corner gang, and the girls from worse, and to make good citizens of them instead of bad; for an appalling proportion of the tragedies of life spring directly from the lack of a little money.

"Thousands of daughters of the poor fall into the hands of the white-slave traders because their poverty leaves them without protection. Thousands of families, as the Pittsburg Survey has shown us, lead lives of brutalizing overwork in return for the barest living.

"The people of this country have lost vastly more than they can ever regain by gifts of public property, forever and without charge, to men who gave nothing in return. It is true that we have made superb material progress under this system, but it is not well for us to rejoice too freely in the slices the special interests have given us from the great loaf of the property of all the people."

"A surprizingly radical speech," exclaims the New York *Call* (Socialist). The Detroit *Free Press* sees a special significance in the following sentences of Mr. Pinchot's address, which do not occur in the part quoted above:

"We have allowed the great corporations to occupy with their own men the strategic points in business, in social and in political life. . . . With such men argument, compromise, or conciliation is useless or worse. The only thing to do is to fight them and beat them."

The Chicago *Daily News* commends Mr. Pinchot's independence and pluck, while the Washington *Herald* remarks that his latest speech "recalls Roosevelt—brings him back, in fancy, from the wilds of Africa—and moves one to wonder whether, after all, the Rooseveltian era is of the past." The same paper discovers in Mr. Pinchot's words indications that "a history-making epoch is destined to follow the advent of the New Year."

In the New York *Evening Sun*, on the other hand, we read:

"The strength and weakness of Gifford Pinchot were well illustrated in his address of yesterday. Of his uprightness and moral courage there has never been any question and his stirring advocacy of conservation vividly reflected these qualities. On the other hand, there was a disconcerting lack of detailed exposition and an utter failure to recognize the exceedingly complicated questions of law and practise involved in the application of the policies enthusiastically announced."

SAVAGERY IN SOUTHERN PRISONS

STORIES of prison atrocities in Texas and Georgia have been followed by searching investigations which promise to bring about effective prison reform in those States. Competent boards have the matter in hand, and the Houston *Post* regards the "prospects for a decent prison system as encouraging." Some idea of the conditions prevailing may be inferred from the fact that in Texas a white boy "sawed off his fingers to escape being sent to a farm camp," as a writer notes in *The Survey* (New York), and "another convict chopped off three fingers in order to bring about a transfer to another part of the system." In short, says this writer, there have been unearthed "the most sickening stories of brutal practises and revolting conditions, often backed up by such indubitable evidence as the lacerated bodies of prisoners." In Georgia the superintendent of the prison, who, according to the Atlanta *Georgian*, "boasts of his powers as a wielder of political fortunes," has with one of his guards been indicted for cruelty, while similar charges have been brought against the city Commissioner of Public Works. Here are some details condensed from the grand jury's report:

"We found over one hundred men living in rooms unventilated and filthy, without bathing facilities or opportunities of changing their clothes, in sickening, indescribable squalor. There is practically no discipline and there are no hospital arrangements. The superintendent stated that when the men got so that they couldn't get out of bed—'bedridden,' he termed it—they were sent to Grady Hospital.

"We found that barbarous modes of punishment were used, to wit, what could best be described as a 'bucking' or 'whipping chair,' which the superintendent claimed he had had built and installed some seven or eight years ago. It was a very heavy device, built of about two-inch plank, made in such a manner that the front of a box-like portion, which would incase the body of the prisoner, could be opened on hinges. The front is opened, the convict backs in and sits down, the front is closed and fastened, with the convict's arms above his head. A man on either side of this chair then tips the upper portion of it forward, the device being hinged at about the thighs of the inmate, carrying his body over with it, on his face, his feet and legs being under the seat. There is an iron rod on which the front of the box rests when it is so thrown forward and the prisoner is helpless to move his body, arms, or legs, except very slightly. In this position the man is beaten over the exposed parts with a strap, two of which we examined. These straps are about four inches in length, the handle being several thicknesses of heavy leather, sewn or riveted together, making about ⅝ or ¾ of an inch thickness of handle. This width of leather is tapered toward the whipping end and in one of the straps there were a number of rivets down within a short distance of the whipping-end.

"There were also a number of clubs, and one so-called 'billie' made of metal about seven inches long, covered with leather, and a strap attached to it.

"We inspected the quarters for the mules and found these to be almost perfect in their appointment and inestimably better than those occupied by the prisoners."

An official inquiry, instituted by the Atlanta City Council, substantiates this report, and has also shown that in the stockade women were hung up by the wrists on the wall of a cell room, and that at least one attempt was made to whip a woman.

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THE COOK THAT SPOILED HIS BROTH

MAYBE there isn't any Dr. Cook.—*Philadelphia North American.*

DR. COOK'S discovery of Copenhagen is undisputed.—*Toledo Blade.*

DR. COOK appears to head the list of the six best sellers.—*Ohio State Journal.*

IF you were Dr. Cook, would you read the papers?—*Memphis Commercial Appeal.*

THE medical profession has yet to consider the Cook incident.—*Milwaukee Sentinel.*

AND yet Cook was one of the men President Roosevelt did not call a liar.—*Columbia State.*

IN the University of Copenhagen to-day all, all are "melancholy Danes."—*New York World.*

LET'S see, Cook isn't the name he was born to. And is he really a doctor?—*Boston Herald.*

COOKING the records will gain new force and virility as a metaphorical expression.—*Indianapolis News.*

THE Danish experts respectfully decline to supplant the marines in this country.—*Birmingham Age-Herald.*

IF Dr. Cook will now come back and tell how he did it he can be assured even larger houses.—*Pittsburg Dispatch.*

No doubt you remember now that Dr. Cook didn't look to you like a man who had reached the North Pole.—*Toledo Blade.*

JOHN R. BRADLEY consigns the North Pole to Hades. What's the use of stirring up trouble there?—*Philadelphia Inquirer.*

COOK'S records are to be sent back to this country. It is believed they will enter without specific or ad valorem duty imposed.—*Omaha World-Herald.*

WELL, Dr. Cook should be accustomed to a frost.—*Columbia State.*

WELL, Denmark has had a lot of advertising out of it.—*Newark News.*

JUST say Cook instead of that short and ugly word.—*South Bend Tribune.*

WHAT shall we do with our ex-discoverers of the pole?—*Los Angeles Express.*

COOK was careful to trust the gate receipts to no one but himself.—*Baltimore Sun.*

WHY didn't Cook send gumdrops to Copenhagen with his records?—*New York World.*

WONDER if Cook, with his little sextant, can tell precisely where he is to-day?—*Columbia State.*

DISTANT relatives of Dr. Cook will not be mentioning the fact so often now—*Indianapolis Star.*

THE next time Cook turns up he will probably have an authentic specimen of the missing link.—*New York World.*

PROBABLY Dr. Cook's dogs would still be faithful—if he ever actually had any dogs.—*Council Bluffs Nonpareil.*

IF Dr. Cook went to Copenhagen now he would find out how cold it is at the North Pole.—*Memphis Commercial Appeal.*

COMMANDER PEARY labors under the disadvantage of having exprest his mind previously—and copiously.—*Chicago Tribune.*

DR. COOK is a Democrat, and while that fact sheds some light upon his conduct it doesn't explain everything.—*Emporia Gazette.*

ANYHOW, in the rôle of the early bird Dr. Cook gathered in a number of very fine financial worms.—*Des Moines Register and Leader.*

WILL the University of Copenhagen have time to examine the downward revision discovered by Mr. Aldrich and report if it is genuine?—*Indianapolis Star.*

EVEN Peary's just indignation toward Dr. Cook does not equal the indignation of the men who tried to get him to pay for a goldbrick outfit of records.—*Washington Star.*

WE seem to have been completely buncoed by Dr. Cook, but the slamming we received in four consecutive presidential elections fortified us for a greater disappointment than that.—*Houston Post.*

THE esteemed Aldermen of New York, having formerly bestowed the freedom of the city on Dr. Cook, are now thinking of withdrawing it. We are able to assure them that the Doc will never miss it.—*Richmond Times-Dispatch.*

—From the Kansas City *Star.*

DR. COOK'S star really began to wane the day the Board of Aldermen of New York granted him the freedom of the city.—*Rochester Democrat and Chronicle.*

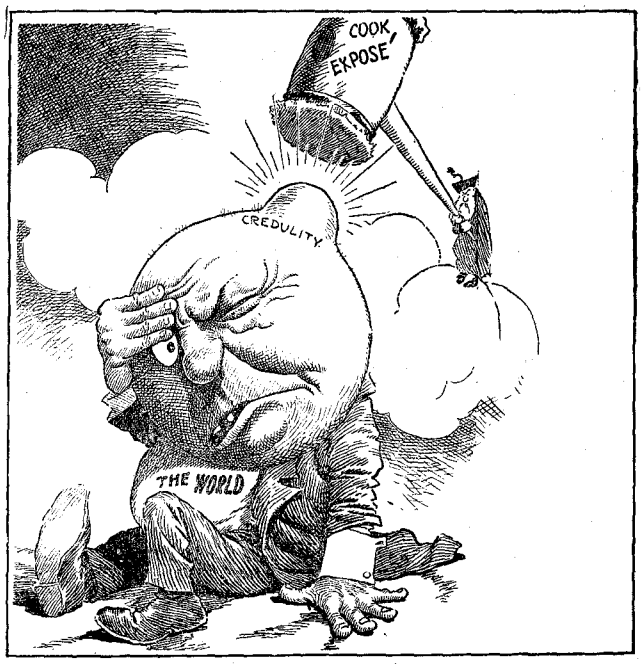
REVISED AGAIN

He was the worst
That ever burst
Into that polar sea.

—*New York Evening Mail.*

IF Dr. Cook is in all the places where it is reported he has been seen, his discovery of the North Pole was a mere bagatelle compared to this latest feat.—*Baltimore American.*

MANY Pearyites are doubtless sure that the hold-up of the passengers on a German railway train by a masked bandit furnished a clue to Cook's whereabouts.—*Muskogee, Okla., Times-Democrat.*



AN AWFUL SLAM.
—May in the Pittsburg *Gazette Times.*

THE POLAR HOAX.
—Ketten in the New York *World.*

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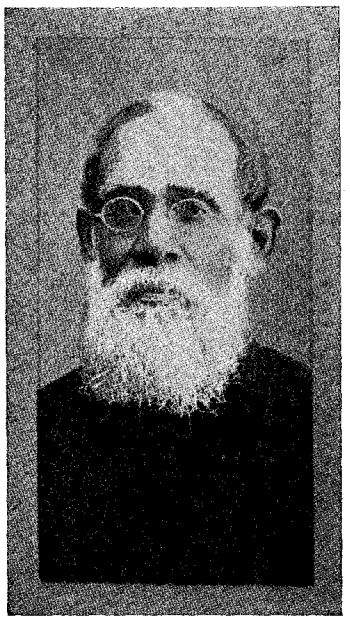
ENGLAND'S TOLL TO HINDU TERRORISM

THE assassination of Arthur Mason Tippetts Jackson, Chief Magistrate of Nasik, in the Presidency of Bombay, India, on December 22 emphasizes the curious fact that this date was a day of assassination or violence in St. Petersburg, Seoul, and Bucharest as well as Bombay. The times of revolutionary violence are evidently not yet passed away, and in the case of India the native editors and publicists are asking whether the vegetarian nirvanic Hindu, world-famed for his scruples against taking life, is actually degenerating into a vulgar bomb-thrower?



"THE FATHER OF INDIAN UNREST."

Babu Surendra Nath Bannerji, who believes the bomb-throwing to be only "a passing phase of excitement" that will yield to conciliation.

Speaking recently in England Mr. Surendra Nath Bannerji, who is called by his countrymen "The Father of Indian Unrest," and who takes great pride in this title, remarked:

"I reecho the sentiments of the vast majority of my countrymen — that we deplore these anarchical incidents and have condemned them with the utmost emphasis. The mind, the judgment, and the conscience are arrayed against them. I regard them as a passing phase of excitement which will disappear under the soothing effects of progressive and conciliatory measures."

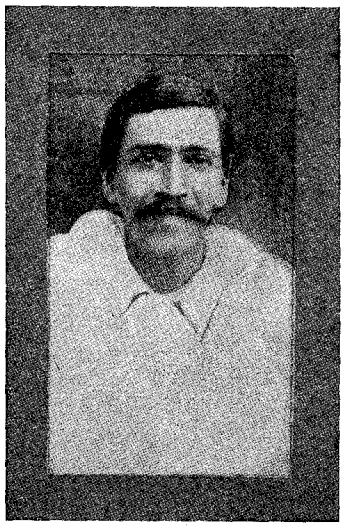
One Hindu editor, Shyamaji Krishnavarma, who has been accused by many well-informed Englishmen and East Indians of instigating Madan Lal Dhingra to assassinate Lieut.-Col. Sir William Hutt Curzon-Wyllie on the night of July 1 last, does not treat the bomb movement in India with such lofty contempt. In his vitriolic sheet, *The Indian Sociologist*, published from Paris, he rejoicingly writes:

"After surveying the situation we come to the conclusion that our enemies are exceedingly disconcerted on finding that our doctrines are effectively put into practise by the advanced Nationalist party in India and elsewhere."

Bal Gangadhar Tilak, a native editor, who is to-day in jail convicted of fomenting unrest in India, wrote an article some months ago in his propaganda organ, the *Marhatta* (Poona), extolling terrorism as vindicating the Bengali character. To quote:

"The Bengali youths engaged in bomb-making and bomb-throwing have committed a number of blunders. But we fancy they have probably one clear motive in engaging in bomb and revolver practise, and that purpose must be declared as served. The purpose was to avenge the Bengali nation upon Macaulay; and that is done for all time to come. National calumny is one of the most unpardonable crimes that writers are liable to commit. Such a crime was committed by Lord Macaulay when he penned his infamous libel upon the Bengali in his essay on Lord Hastings. The calumny struck; and being couched in attractive words was eagerly repeated and handed down from one generation of Englishmen to another as the quintessence of a sociological truth. But Nemesis was working an antidote slowly. She took more than fifty years to complete her work. But it is now nearly finished and is on view in Bengal."

In the light of these utterances it is plain that tho the magnitude of terrorism in India may have been exaggerated, yet there is a spirit at large which resents the continuance of English rule in Hindustan and occasionally expresses itself in blowing up English officials with picric-acid bombs. In fact, there is not only an anarchistic spirit abroad in India, but there is also a spirit present in certain classes of East Indians sullenly to keep from cooperating with the English authorities in their attempt to nip terrorism in the bud. This is plainly observable in the recent speeches of Mr. Arabinda Ghose, who not long ago was acquitted of the charge of introducing bomb-making into India, and who has a large and enthusiastic following among the educated Indians. He is reported in *The Tribune* (Lahore) to have said:



ARABINDA GHOSE,

Charged with introducing bomb-throwing into India, but acquitted. He sees little likelihood of better relations between the people and the Government.

"Constituted as the Government is, and in view of the way in which administration is carried on, it is idle for the authorities to demand cooperation. They can only extort obedience to law. Cooperation of the people is only possible if the administration is popular."

The same sullen note is present in the following pessimistic quotation from the *Indu Prakosh* (Bombay):

"They (the Government) want the people to cooperate. We, sober leaders of Indian thought, of the constitutional school, have also a right to demand the cooperation of the Government. We want our hands to be strengthened in the holy work of reclaiming our wayward politicians from impracticable programs and dangerous propaganda. But so long as even those who speak of the ideal of colonial self-government are ridiculed and regarded as anti-British and so long as their protests against such wild measures as deportations, indiscriminate searches, sickeningly numerous sedition prosecutions, unjust favoritisms to particular communities, etc., remain absolutely unheeded—so long, we ask in the name of common sense, what hope is there for cooperation? Nay, we would go farther and ask that indifferent as they are to our requests and just demands, what right have the Government to ask us actively to cooperate with them? He who seeks equity must come with clean hands."

GRAFT IN MONTREAL POLITICS—While the Canadian press frequently speak with horror of the corruption sometimes brought to light in our political administration, it is not so often that they make an exposé of their own domestic failings. Yet we find that in Montreal alone, out of $5,000,000 of city revenue, $1,250,000 is spent in bribery and corruption. This is the testimony of Judge Cannon, who was appointed a commissioner to investigate charges of irregularity in Montreal's civic administration. *The Maritime Baptist* (St. John, N. B.) summarizes the Judge's report as follows:

"The commissioner says the civic government is saturated with corruption, that at least 25 per cent. of the city revenue of $5,000,000 annually is spent in boodling and graft. Positions in the police force and fire department are given for a consideration paid aldermen and others; law-breakers—as liquor-sellers, gamblers, and keepers of houses of prostitution—pay toll for police protection, the police taking their instructions from higher civic officials and members of the City Council. The report is a scathing denunciation of the civic administration. The commissioner names seven aldermen and several officers of the Police and Fire Departments.

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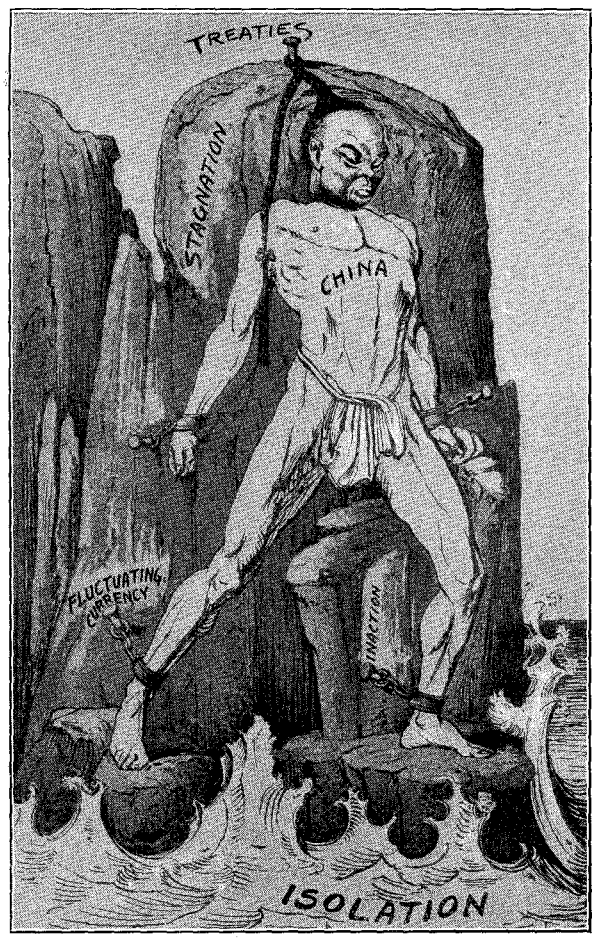
against whom, he says, prosecutions should be instituted. It does not appear that any of the aldermen and others condemned in the report are disposed to resign the positions they so unworthily fill. Indeed, they are quite shameless and impudent about the whole matter, and will probably endeavor, at an early stage in the investigation, to make it appear that they are being prosecuted on account of their race. There may be some hope for the city in the fact that after the next city election the number of aldermen will be smaller, and a Board of Control will be established."

JAPANESE SUSPICIONS OF AMERICA

WHATEVER the Japanese Government may think and say about the Washington Administration, it can not be denied that its subjects no longer regard this country with the same respect and affection that they entertained toward us up to a few years ago. The America of Mr. Roosevelt and of Mr. Taft is, the Japanese press declare, no longer the America of Washington, of Lincoln, and a Monroe Doctrine animated with humanitarian



THE MODERN PROMETHEUS.
Awaiting the Japanese eagle.
—*National Review* (Shanghai).

motives. In the opinion of the Japanese journalists, the unselfish and generous policy of the United States which was largely instrumental in guiding Japan into the path of civilization, is gradually giving way to a self-seeking policy. Of course, their statements are clothed in euphemism and diplomatic expressions, but stript of such verbiage they are tantamount to saying that the America of to-day is fussy, suspicious, and jealous to a degree which is almost provoking even to a most patient nation. Japan, they assert, is doing all she can to please the Americans in the matter of immigration, and yet we are complaining of the "influx of Japanese laborers," and time and again act in a most outrageous manner toward the unobtrusive Japanese living among us.

But it is not so much in the matter of immigration as in the case of Manchuria that the Japanese journals seem to feel imposed upon by the American people. This sentiment of the Japanese is expressed by the *Yorodzu*, an influential Tokyo daily, when it asks in a tone of despair: "What can we do to satisfy such a whimsical nation?" To this question it replies:

"We have done nothing wrong in Manchuria. We have never deviated an inch from the principle of the 'open door'; instead, our work in that country is calculated to become a material asset to that principle. American journalists and authors are taking pains to create among their countrymen an impression that we are juggling with the open door, and are covertly hindering American trade in Manchuria. But such accusations lack specifications, nor are they based upon any substantial evidence. If they would only plainly point out what the so-called discrimination is, we should be but too glad to rectify our mistakes. We read in, for instance, Thomas Millard's 'America and the Far-Eastern Question,' which seems to have been received in America as a most authoritative book on the subject it deals with, that Japan is flooding Manchuria with her emigrants, who are brought there at the expense of the Government, and that Japanese goods are carried into Manchuria at special rates both by steamer and railroad. This is the nearest approach to specification, but in the same book the author unmistakably admits that no evidence is to be found to support these charges. As we firmly believe that we have done nothing prejudicial to the open door, it is up to our accusers to prove, and not merely to assert, that we are insincere in advocating that principle."

The above view seems to be shared by almost all leading journals of Japan, excepting the profest organs of the Government, whose editorials are couched in more diplomatic terms.

In connection with the Manchurian question the resignation of Mr. Crane as Minister to China aroused much criticism in Japan. In the opinion of the *Taiyo*, a Tokyo monthly, the incident is the most curious event ever recorded in the history of diplomacy. Mr. Knox's declaration explaining the reason for Mr. Crane's enforced resignation, and the latter's rejoinder contradicting the former's statements, are regarded by this journal as an unseemly squabble utterly foreign to diplomatic usages in Japan—something that is scarcely calculated to add to the prestige of American diplomacy. We read:

"The sensational incident has proved a great benefit to Japan, for it has unexpectedly disclosed the real attitude of America toward us. In spite of the mutual understanding entered into by the Tokyo and Washington Administrations with regard to the Chinese question, it appears from this incident that America is far from being open-hearted in dealing with Japan. We learn from official sources that before the conclusion of the recent conventions with China our authorities took the precaution to communicate their substance to Western governments, and that the United States, as well as the other Powers, exprest perfect satisfaction with the new agreements. And yet both Mr. Knox's and Mr. Crane's sensational statements inevitably make it appear that the Washington Administration has secretly been trying to find fault with the conventions."

In the same article the *Taiyo* deplores the unrestricted commercialism of the American press. It will be recalled that not a few American newspapers spread the news that Mr. Crane's resignation was caused by no other than Japan, which exprest great displeasure at the Chicago business man's appointment to be Chinese Minister upon the ground that the appointee had been intimate with Russia and unfriendly toward Japan. "No allegation," says this Japanese journal, "can be more absurd and ridiculous." In its estimate, the news was deliberately invented, partly to cater to the curiosity of an unthinking public, and partly from the malicious intention of arousing in the American mind an unfriendly feeling toward Japan.

In discussing the American hostility toward the new Chino-Japanese conventions, the *Yorodzu*, already quoted, makes the following ingenious remarks:

"Mr. Taft seems to fear Japan's commercial competition in the Far East to a degree almost incomprehensible to us. Apparently he thinks that Japanese rivalry must be crusht in order that America may become the dominant factor in Far-Eastern trade. If America is to realize this ambition, it is of the utmost importance,

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he thinks, that the portentous nature of Japanese activities in Manchuria should be brought home to the Americans! It was this conviction which prompted Mr. Taft to advise Mr. Crane to utilize every opportunity to disseminate among his countrymen the knowledge of the Far-Eastern question. During his recent tour of the Pacific coast he exprest in more speeches than one the same view. Who knows, then, but he thought of protesting against the Chino-Japanese conventions for the mere purpose of directing the attention of an indifferent public to the Manchurian question? For it is incredible that a sagacious statesman like Mr. Taft could fail to see that the said conventions contain nothing inimical to the 'open door.'"—*Translations made for* THE LITERARY DIGEST.

FRENCH VIEW OF THE ENGLISH LORDS

DIDO, according to Vergil, could understand the sufferings of others because she had also suffered. When we read a French interpretation of the present sore and complicated crisis in England we feel that the writer, a representative historian and journalist, feels keenly the import of what he says. France has

THE BATTLE OF THE BUDGET.

BELLICOSE PEER—"My Lord, these plundering budgeteers draw nigh. Is it your wish that we should utterly rout them, or shall we content ourselves with cutting up their advance guard?"

GENERAL LANSDOWNE—"Well, do you know, I really haven't quite made up my mind whether to have a battle at all."

—*Punch* (London).

lived under a monarchy, a consulate, an empire, and now a republic. Who wiser, then, than Marianne, in suggesting a remedy for political ills? It is therefore with more than ordinary interest that we read in the *Revue* (Paris) an article by Mr. L. de Novins in which he discusses the relation of ducal landowners to the poor and unemployed in England. He frankly lays it down at the outset of his essay that the Lords are not popular in the country, that public opinion is being stirred up against them, and that they are looked upon as "useless and a mere encumbrance" to the nation. Half the land of the whole island is owned by these landlords. They batten on the "unearned increment." They resent the idea of a higher tax on property which has become of higher value by the "progress of civilization, the growth of population, of local commerce, or of manufactories." Yet the position of these dukes, as Mr. De Novins calls the members of the British aristocracy, is firmly established and he says of them:

"The dukes, with their titles and their wealth, form one of the most solid foundations of English society as it exists at present. They are the center around which the social and political life of the country gravitates. Old England has always cherished a sort of reverence for these privileged families whose history embodies all the splendors of Great Britain's past. It is thus that the reform instituted in the budget has not only an economic, but a political

A LION RAMPANT.

JOHN BULL—"Whoa-a-a, boy!"

—Toronto *News*.

and social significance. While it makes a deadly attack upon the fortunes of the dukes, and of England's great families, who constitute the citadel of past traditions, this reform also lays the foundation of a new England, of a new classification of English society."

The Lords, however, are their own greatest enemies. What an "immoral spectacle" is presented by vast territories left uncultivated "as hunting-grounds for certain privileged owners, while land is denied to thousands of strong arms willing to work it." The poverty of England is frightful, declares this writer. "A whole army of paupers lament and complain of hunger in England." There are at least a million of the destitute. One out of every thirty-seven lives on public charity. Mr. De Novins gives the following detailed statistics:

"In London alone there are 123,545 destitute souls, and in the

WHEN SHALL WE THREE MEET AGAIN?

—London *Daily Chronicle*.

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provinces 706,011, making a total of 830,156. Count with these the insane paupers and casuals, and we must reckon at a million those living on public or private charity. If we compare this vast army of the miserable with the total of the population we find that in England and Wales one in every thirty-seven persons is a pauper. And this number, high enough already, is rapidly on the increase."

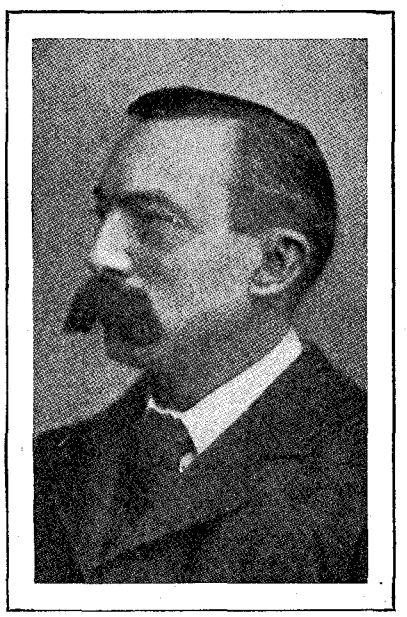
What do these figures prove, asks this writer, and he replies as follows:

"They prove that the English nation has for years been living on its capital, and if this thing goes on much farther, the country will be ruined and end in economic and social bankruptcy. From a political point of view the Government has proved incapable of consulting the best interests of the people and has allowed itself to be beaten in the markets of the world."

Mr. De Novins points out as a "scandalous anomaly, a condition of things highly prejudicial to the general well-being of the country," the fact that the Duke of Norfolk receives a rent of some $7,000,000 a year from his property in the Strand (London) and that the Duke of Westminster from his London holdings draws an income of $5,000,000, the Duke of Bedford $10,000,000, and so with others.

Of the struggle in which Mr. Lloyd George, the Chancellor of the Exchequer, has entered this writer concludes:

"In the present fight against poverty which Mr. Lloyd George announces he has undertaken, the English nobility are certainly challenged to give way, whether they like it or not. . . . The duel has started, a pitched battle has begun. The question at stake is —Shall an oligarchy maintain its supremacy, or shall the sovereignty of the nation prevail?"—*Translation made for* THE LITERARY DIGEST.



ROBERT BLATCHFORD.

Since the days of Demosthenes, "no more eloquent and patriotic appeals have been made" than his warnings to the British people against Germany.

ENGLISH FEAR OF GERMANY

SINCE the days when Demosthenes thundered forth his warnings against Philip, in the ears of the decadent Athenians, no more eloquent and patriotic appeals have been made than those which Robert Blatchford is now publishing in a leading London organ, *The Daily Mail*. Mr. Blatchford is the brilliant editor of the Socialist newspaper, *The Clarion*. In the present instance it would almost seem as if he had forgotten that he was a Socialist, a disciple of the Germans, Marx, Engel, and Bebel. He speaks as an Englishman expostulating with what he considers to be the dulness and inertness of his fellow countrymen. He warns them against Germany as the Attic orator warned his fellow citizens against the Macedonian conqueror. Germany, he says, is bent on the conquest of England and the English people have not a man to oppose against the machinations of Berlin. To quote his words:

"The people are conceited, self-indulgent, decadent, and greedy. They want to keep the Empire without sacrifice or service. They will shout for the Empire, but they will not pay for the Empire or fight for it. Germany knows this. The world knows it. The Cabinet Ministers know it. But no Minister dares to say it. We are in sore need of a *man*."

He thus states his views with regard to German intentions and plans of subduing England, wresting from her the command of the sea, taking her commercial preeminence, and confiscating her colonial possessions, in fulfilment of "a Pan-Germanic dream":

"The policy of Germany is the Bismarckian policy of deliberate and ruthless conquest, with world-dominion for its goal. The traditional policy of Britain is the expansion of the Empire and the maintenance of the balance of power in Europe.

"It is not for the general good that any single Power should dominate Europe. It would not be well that Britain, or France, or Italy, or Russia should dominate Europe. It would not be well that Germany should dominate Europe. It is desirable that Britain and France and Germany and Italy and Holland should be free and strong and independent. It is desirable that those nations should preserve their integrity and should remain free to realize the genius of their peoples.

"But in the pursuit of a quite unlawful ambition the Pan-Germans menace the honor and the liberty of the British, and the French, and the Danes, and the Dutch. All Europe is to be Teutonized. We are all to be drilled and schooled and uniformed and taxed by Prussian officials, and the Emperor William II. is to rule us with a rod of iron.

"That is the Pan-Germanic dream. That is the ambition which is driving Germany into a war of aggression against this country."

The naval development of Germany affords ample proof of this prophecy, he says. To quote his words:

"The strongest evidence of Germany's designs against Britain is the German Navy. There can be no stronger evidence of any nation's intention to make war than that afforded by wholesale, feverish, and systematic preparations for war.

"Now the German preparations are naval preparations. Against whom can these preparations be directed if they are not directed against us? Manifestly they are not meant for Russia, nor for France, nor for America. The magnitude of the preparations points to a prospective struggle with a fleet more powerful than that of Russia or France. The construction of the German ships prohibits their use in distant seas, against Japan, for instance, or the United States. And whereas we have been told in a hundred books and newspapers and pamphlets and speeches that the German Navy is meant to wrest from Britain her command of the sea, it would be difficult to find a single German suggestion that the German Navy is meant to try conclusions with any Power other than Britain. Germany can reach France or Russia by land. Her fleet is already more than a match for Russia and France combined.

"Her fleet is built for the North Sea, it is exercised in the North Sea, it remains in the North Sea.

"Her ships are built against our ships, the object of the German builders being always to go one better than the British in each type."

He proceeds with the following striking words of counsel and warning:

"The Bismarck theory of blood and iron has the great merit of being simple and concise. The German theory of warfare fits it as a bludgeon fits the hand of a footpad. 'Full steam ahead' is the motto for the German Navy. 'Forward' is the motto for the Army. Go straight for the enemy and smash him. Never mind the cost. We have plenty of men. We can afford heavy losses. But we must win.

"This theory demands loyalty, courage, and discipline from officers and men. The German Army and Navy possess them."

In face of such an adversary only one course is to be taken—that of warlike preparation, he says:

"If we do not want war with Germany, we must be strong enough to cause Germany to want peace.

"Tho Germany is a brave, resolute, and mighty enemy, she is not omnipotent, nor is she invulnerable. But she means business —blood and iron business—and all conciliation, subterfuge, and compromise provoke her to contempt and scorn.

"Germany puts her destinies into the hands of warriors; we leave ours in the hands of politicians. Germany acts; we talk. Words count for nothing in the game of blood and iron.

"Arm or surrender; fight for the Empire or lose it. We can choose our alternative; no middle course is open to us."

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VALUE OF RAPID DEEP BREATHING

A SIMPLE and effective method of stimulating mental processes while increasing physical endurance, at the disposal of any one without apparatus and without expense, would seem to be worth attention. Such a method is noted by D. F. Comstock, of the Massachusetts Institute of Technology, in a letter to *Science* (New York, December 3). The writer modestly disclaims all pretense to originality; he simply calls attention, he says, to important facts that have been generally neglected. He refers to the effects of enforced deep breathing, lasting for several minutes. Besides the results noted above, this produces ability to hold the breath for an unusually long period, and quickens the pulse. Writes Mr. Comstock:

D. F. COMSTOCK,

Who tells how mental and muscular fatigue may be overcome by a few minutes of rapid deep breathing. There is no reaction, as in the case of most stimulants.

"It has been noticed by others that deep violent breathing for several minutes so changes the system as to make respiration unnecessary for perhaps as much as five minutes after this preparatory breathing is over. In my own case I have found that four minutes' enforced breathing makes it possible to hold the breath for 3½ minutes, whereas without this preparation 56 seconds was my limit. The time during which it is possible to do without respiration increases, of course, with the length of time during which the preparatory breathing is carried on. The increase does not go on indefinitely, but reaches a definite limit, beyond which further length of time given to preparatory breathing does not increase the time during which the breath may be held. . . . . .

"The preparatory breathing is effective long after the 'washing out' of the lungs must have been completed. The change produced in the system is certainly, therefore, more fundamental than a lung change, and would appear to a layman to indicate a temporary change in blood constitution.

"The effect as a mental stimulant is very pronounced. I have noticed in my own case that mental fatigue may be postponed, far beyond the usual point, by two minutes of rapid deep breathing at half-hour intervals. A feeling of sluggishness or sleepiness may be almost completely dispelled. I have never noticed any reaction as in the case of most stimulants and altogether it seems to me very satisfactory.

"The effect on muscular fatigue is also striking. A difficult arm exercise with heavy weights which I could not repeat under ordinary circumstances more than twenty times, I found after four minutes of this preparatory breathing that I could do twenty-seven times, *i.e.*, about 30 per cent. more. This increase I found to exist at all stages of fatigue, as might be expected.

"The pulse beat goes up very rapidly while the breathing is continued, in my own case from about 65 to 106 after four minutes' breathing.

"Another curious effect which perhaps is worth mentioning is the apparent rapid lapse of time during the latter half of a hard breathing period. This change in the time-sense is very noticeable. . . . . .

"I should not have ventured to describe phenomena which are so easily in the reach of every one, had I not found in people at large, and even among scientific men, a surprizing ignorance as to their existence. I have seen some very amusing betting on how long it was possible to hold the breath, and have seen the cocksure bettor laid low by not knowing of this possible resource of his adversary.

"As a mental stimulant, and as a means to increase the time during which the system can do without respiration, violent breathing might find considerable useful application, and daring rescues from suffocation are common enough to make a knowledge of this possible threefold endurance without air of no little value."

MIND AND MEDICINE

THE presidential address before the Brainerd Medical Society of Wisconsin, delivered by Dr. D. W. Harrington, of Milwaukee, bears the above title, and touches on numerous phases of healing that are usually neglected or slurred over by physicians, at least in their official outgivings. Dr. Harrington affirms, as quoted in *American Medicine* (New York), that at the present time the medical profession is confronted by an unusual combination of circumstances. He says:

"In the first place we are frankly and openly opposed by a large body of intelligent people who have no knowledge of disease and who are organized into one of the best managed and most carefully advertised trusts of modern times. This body of people is cultured, fashionable, and attractive, and passes as a religious sect; these facts guarantee to it a reasonable lease of life. Judging from the advertisements of this body of people we are warranted in assuming that its main purpose is the treatment of all kinds of disease by a form of mind-cure.

"In the second place, certain Christian denominations are claiming the power and the right to treat the sick, in some cases by mind-cure and in other cases by a supernatural power, termed unction. This movement is aided and encouraged by part of the medical profession.

"In the third place, the power and right to practise 'drugless healing' is claimed for smaller sects, miracle-working shrines, individuals with unusual psychic powers, and a variety of fetishes all of which operate by impressing the mind. Different forms of drugless healing become more numerous and insistent in their claims and demands as the laws governing the practise of medicine become more universal and exacting. Psychotherapy is in the air, in the profession as well as out of it. . . . . .

"The profession has been so interested in morbid anatomy and surgery during the last score of years that it has neglected some less remunerative fields of practise and this is in no small measure responsible for the spread of drugless healing among those who have no knowledge of disease. It is hardly to our credit that there should be a necessity for such an awakening on the subject of psychotherapy within the profession at the present time. Neither is it to the credit of the Christian denominations that they should be so anxious to establish church clinics now that Christian Science has become such a financial success."

In fact, Dr. Harrington concludes, the subject of mental healing is now forced upon the members of the medical profession whether they like it or not. Humiliating tho this experience may be, it is the doctor's duty, the writer thinks, to examine into the subject and see how much there may be in it that is worth his attention. We read:

"If we are really to know the subject we must go about it in the right way, just as we have gone about the physiology and pathology of other departments of medicine. Psychology is part of physiology and it must be taught and studied in the medical courses at the same expense of time, money, and brain energy as are other parts of physiology and pathology. Old traditions and philosophical speculations must be cast aside and the mind must be studied as a function of the living brain. . . . . .

"There are said to be many parallels in the action of the body and that of the mind. I prefer to say that there are many significant analogies between the action of the body in general and that of the brain in the production of the mind. For example, every brain center that sends out motor impulses sends out inhibitory impulses at the same time to the antagonistic motor apparatus; a center that sends motor impulses to the flexor muscles sends at the same time inhibitory impulses to the opposing extensor muscles.

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In the same way an intellectual center that gives origin to one line of ideas inhibits the development of a line of antagonistic ideas, or, as Münsterberg puts it, opposing ideas may be assumed to flow from the intellectual centers over two different paths; while the one pathway is active the other remains closed. . . . . .

"A new conception of mental activity originating with G. Papini, of Florence, and elaborated by Prof. William James . . . makes it appear that the mental power of the brain, like the power of the heart and other organs, is very much greater than is necessary to satisfy the ordinary daily demands. Professor James claims that we all habitually live far within the limits of our mental energy, that we all have vast stores of mental power that are rarely called upon. . . . We regularly indulge fatigue-habit and stop at our 'first wind,' at the first layer of mental fatigue. All our ordinary lives are cast on this side of that layer. Beyond the extremity of this first fatigue-distress, we may tap layer after layer and find new sources of strength and power, ease and comfort, that we never dreamed of possessing or attaining.

"These stores of latent cerebral energy in most people seem to be suppressed or inhibited by what Mr. Horace Fletcher calls 'fear-thought,' the self-suggestion of weakness or inferiority. This is the obstacle or barrier to the regular utilization of our powers of mind and in order to bring out these powers the barrier must be overcome by some unusual stimulus. . . . . .

"I have emphasized these two things, the inhibition of one group of ideas by an opposing group and the stores of slumbering mental energy possest by all normal individuals, because they are the two things with which we must operate in psychotherapy. Giving drugs or the use of electricity may do good or harm to the sick depending upon how and for what they are used. The same is true according to Münsterberg with psychotherapy. He claims that no one should attempt to practise psychotherapy who has not been properly trained in that branch of medicine and whose training is not based on a knowledge of scientific psychology.

"The essential principles of psychotherapy may be briefly stated. The mind tends to translate into physical reaction any suggestion or idea which can be actively aroused and kept at the focus of attention; the idea must seem possible and reasonable. All opposing ideas must be completely inhibited and the mind must be made to give the idea free play. . . . The appeal must often be made not so much to the rational mind or the reasoning faculties as to those deeper and more fundamental psychic activities rooted in the instincts, feelings, habits, and hereditary tendencies that are more far-reaching in their effects than anything in the rational mind. For this reason psychotherapy will always be more effective with women than with men. . . . . .

"Further, the deeper levels of the mind, the slumbering mental energies, must be aroused at least along some line and in some degree. According to Professor James the will is the ordinary and normal opener-up of those deeper mental levels. The will is often weak and some unusual stimulus is necessary. War is given as an extreme example of such stimulus; it shows what men and women can do. Religion is equally powerful and early Christianity gave remarkable examples of the liberation of energy in the individual and in the masses. . . . . .

"There is some line along which every individual tends to be inflammable by the power of ideas and now that the psychology of the people is undergoing such changes it is a power that we can not afford to neglect. The secret of success is in finding this line of ideas for the patient before us. For one it may be finding a new religion, for another bracing up in an old one, or falling in love, or taking up a line of study, or getting a dose of yellow patriotism, or going to a missionary field. Be the stimulus what it may, the old troubles cease to vex, the old pains fly away, the individual shows good cheer, good temper, a firmer and more elastic moral tone, a life having new qualities, new freedom, enlarged powers. . . . We of the medical profession must and do recognize the power of ideas in the treatment of disease; the profession has always done so, but as I have stated, it has not always given it the attention that it deserves. I think it is our duty emphatically and persistently to condemn the treatment of the sick by others than the members of the medical profession. There is nothing that others can do, but that ought to be better done by those especially trained to do it. As Münsterberg says, even as simple a remedy as psychotherapy may do harm instead of good if not properly applied. But the real danger appears when, as is so frequently the case with Christian Science, the symptoms of serious disease are ignorantly overlooked until it is too late to apply rational methods of treatment."

A CITY IN THE COUNTRY

A PLAN for the improvement of housing conditions that will appeal to the interest of many groups of our population is the so-called Roadtown, devised by Edgar S. Chambless, of New York City. This combines a group of connected suburban dwellings with a system of rapid transit, forming a sort of projection of the city into the country. Says a writer in *The Review of Reviews* (New York):

"The invention of Mr. Chambless involves a systematic and efficient distribution of public utilities with a completeness that has heretofore been thought unattainable even in blocks of high-grade apartment houses, from which the masses of our metropolitan population are excluded by the high rentals.

"It would be an anomaly to describe the Roadtown as a sky-scraper laid on its side, and yet there are close analogies between the modern sky-scraper and the proposed Roadtown. This continuous house will provide its tenants, just as the apartment-house now does, with water, heat, light, power, and transportation—but for the latter a noiseless railroad will take the place of an elevator. It is proposed to employ the Boyes monorail, as well as a moving sidewalk, and to provide for mechanical deliveries of all packages and parcels as well as for the transportation of passengers and food. Not only will an ideal combination of transportation service with house construction be secured by this plan, but very marked economies will be effected in such matters as plumbing, wiring, and the use of cement. Mr. Thomas A. Edison has offered the use of his cement-poured house patents without royalty."

The inventor and his associates assert, we are told, that such savings in construction and maintenance will make it possible for a man to live in the country at the rent now paid for a second-rate city apartment, and enjoy all the benefits of electric power, light, gas, heat, hot and cold water, sewerage, irrigation, vacuum cleaning, mechanical refrigeration, telephone, and message and parcel delivery. We read further:

"That large class of workers in our large cities who are now commuters will naturally utilize the Roadtown, since it will give them many of the advantages that they seek in the country, without depriving them of libraries, schools, churches, or theaters. To a greater or less extent the Roadtown commuter will be able to combine light farming-work with labor at the city desk.

"In the saving through the distribution of food supplies much is claimed for the Roadtown system. The purchase and preparation of food will be by wholesale, and meals will be ordered from serving centers conveniently located. It is proposed to make deliveries by means of special cars provided with warm and cold compartments directly to the dining-room of each individual home. The dishes will be returned to the serving station and kitchen drudgery will be practically abolished from the home. Not only will the Roadtown effect a great saving in the cost of living for individual families, but the possibility of distributing power from one end of the structure to the other will make feasible the introduction of various industries requiring individual hand labor or the use of light machinery. Each house will be supplied with a motor, to which a machine of standard size may be readily attached. Among the industries that are likely to have a place in the homes of Roadtown will be knitting, lace and needlework, millinery, the making of artificial flowers, toilet articles, wood-working, toy-making, book-binding, and the 'arts and crafts' in general.

"In the New-England manufacturing-towns of half a century ago families frequently combined agriculture on a small scale with manufacturing. The growth of the modern factory-system has practically done away with opportunities of that kind, but the Roadtown offers to bring them back.

"In the Roadtown scheme it is always assumed that each house will have with it a reasonable amount of land for tillage. It does not follow, of course, that all these garden-plots will be equally productive or available for profitable cultivation. In some instances the Roadtown location might be admirable, so far as accessibility to a large city and general healthfulness are concerned, but quite unsatisfactory from an agricultural viewpoint. It would, indeed, be rare to find all the desired advantages combined in one location. In those places where there is an abundant supply of land suitable for tillage the Roadtown system would undertake to

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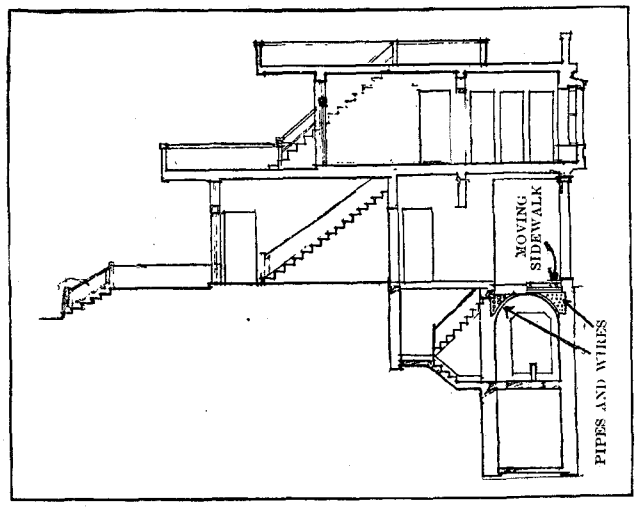
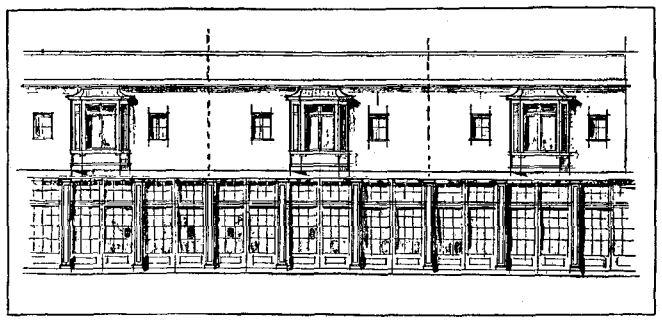


A CROSS-SECTIONAL VIEW OF "ROADTOWN."

furnish water for irrigation purposes (if needed) as well as to provide facilities for transportation of all farm products. It is believed that there will be no great difficulty in securing sufficient land to support the 220 families per mile which will make up the Roadtown community."

The cost of building and equipping a mile of Roadtown is estimated at $833,200, including wiring, heating, plumbing, laundry machinery, cooking-apparatus, heating and refrigerating plants, electric plant and telephones, sewerage plant, water-supply and mains for irrigation and domestic use, gas and vacuum producers and holders, moving sidewalk, and monorail. The cost of each house, including these various utilities, would thus be $3,787 for the first mile of construction. Says the writer in conclusion:



ELEVATION SHOWING ONE SIDE OF "ROADTOWN."

"It will be readily seen that each added mile would be built at relatively smaller cost, and the engineers estimate that an addition of 500 or even 1,000 houses would not make any material increase in the principal labor items, such as the pay of engineers, firemen, and heads of departments."

TO PREVENT COLLISIONS—A new device for the prevention of train collisions, recently tested on the Erie tracks between Newark and Nutley, N. J., is thus described in *The Scientific American* (New York, December 11):

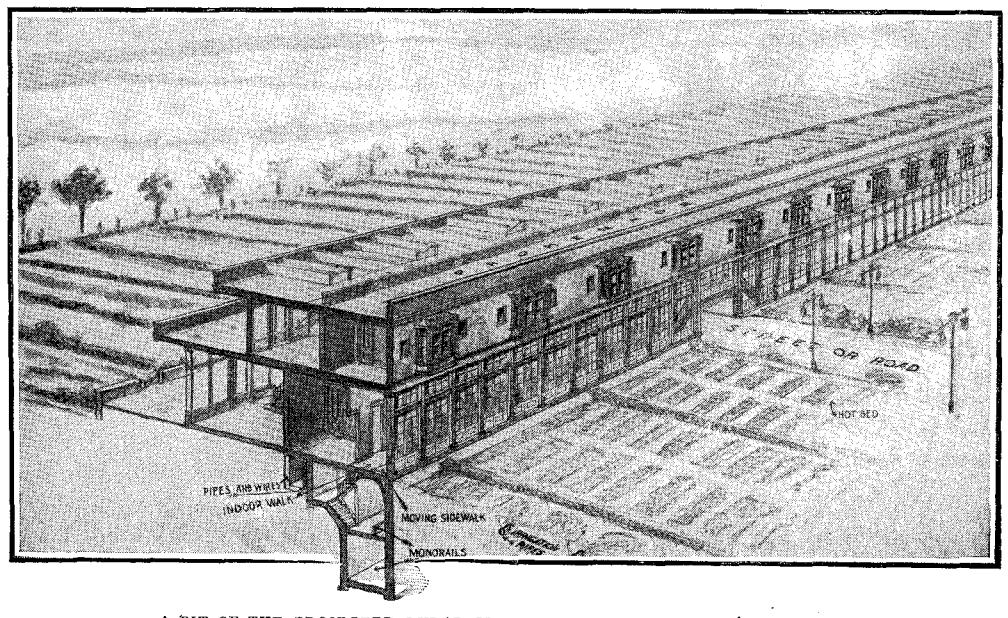
"The device is an electric one, and is intended to obviate head-on collisions. When the fast-approaching trains equipped with the new device get within half a mile of each other, the air-brakes are set automatically, not with the usual suddenness in an emergency, but with a gradually increasing force, the same as a skilful engineer would employ in bringing his train to a halt at a station. The trains stopt far enough away from each other to avoid mishap, and all this happened without either engineer moving a hand toward the throttle-lever or air-brake, the device working automatically. The invention is operated by a third rail, the shoe from the locomotive touching the rail, and receiving power through it both for the operation of the emergency-brake and also for a telephone. The principle is similar to that of the block-signal system, the track being divided into zones. The brakes can be applied sharply or their operation may be graduated so that trains may be slowly brought to a standstill."

CHESTERTON ON SCIENCE

IN one of his glimpses of the topsy-turvy world where Mr. Gilbert K. Chesterton would persuade us that we dwell, that facile writer has caught sight of physical science; and he describes it for our delectation in *The Illustrated London News*. This is what he thinks it is:

"Physical science is a thing on the outskirts of human life; adventurous, exciting, and essentially fanciful. It has nothing to do with the center of human life at all. Telephones, flying-ships, radium, the North Pole are not in the ultimate sense good, but neither are they bad. Physical science is always one of two things; it is either a tool or a toy. At its highest and noblest, of course, it is a toy. A toy is a thing of far greater philosophical grandeur than a tool; for the very simple reason that a toy is valued for itself and a tool only for something else. A tool is a means, a toy is an end. . . . When we look through a field-glass at the German forces invading England we are using science as a tool. When we look through a telescope at the tremendous planets and the remote systems, we are using science as a toy. The telephone is one of the uses of the inquiry; the solar system is one of its gaieties or levities. When science tells me that there is a house in Ealing that I can communicate with, I am interested; when science says there is a star in Sirius [*sic*] I can not communicate with, I am amused. But in neither case can science be anything else except a tool or a toy. It can never be the man using the tool. It can never be the child playing with the toy. It can never, in short, be the thing that has natural authority over toy and tool. For the child has the kingdom of heaven, and the man has the kingdom of the earth."

The only evil that science has ever attempted in our time, Mr. Chesterton tells us, has been that of dictating not only what should be known, but the spirit in which it should be regarded. It does not in the least matter, he goes on to say, whether we look at a



A BIT OF THE PROJECTED RURAL CITY, FROM THE ARCHITECT'S SKETCHES.

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lamp-post or a tree as long as we look at it in a certain spirit. It does not in the least matter whether we talk through a telephone or through a hole in the wall so long as we talk sense. But we must not ask the lamp-post in what spirit it ought to be regarded. He goes on:

"Science must not impose any philosophy, any more than the telephone must tell us what to say. . . . If we are rushing to get married, it may be thrilling to rush in a motor-car; but we do not ask the motor-car whom we shall marry. Generally speaking, we hardly even ask the chauffeur. . . . Science is a splendid thing, if you tell it where to go to.

"On this principle a reasonable man will be quite as strongly opposed to Ruskin and the antiquaries and esthetes as he is to Mr. Carnegie and the mere idolatry of a civilization of iron and steel. A railway is not a disgusting thing, any more than a roadway or a waterway; it is the railway-director who is disgusting. On the other hand, an old building as such is neither ugly nor beautiful; but the old gentlemen who potter all over it are almost always ugly. Whenever a man puts on spectacles to see a statue, he is making himself unbeautiful in order to see beauty. And whenever a man assumes 'culture' in order to admire antiquity, he is becoming all that is crude and vulgar in order to study what is ancient and sublime. A boy looks at a steam-engine with much more notion of its meaning than an art-critic looks at a cathedral. For all the ancient things truly exist only to teach us to be young. The quaintest carved font exists only that we may be born again, and be babyish. The most venerable altar only exists that we may be married again and go on another honeymoon. It is a very good thing, by the way, to be frequently married again—always, of course, to the same person.

"My meaning is here that the mere Ruskin attack on the rails and wheels of science is just as unspiritual as the mere idolatry of rails and wheels. Ruskin was a materialist—because he hated some materials. There is nothing wrong about steel rods and iron wheels so long as the steel does not blind the eyes, so long as the iron does not enter into the soul. There is nothing wrong about the body traveling on rails so long as the mind does not travel in ruts. *Toddie*, in the American tale about children, always said, 'Wants to see wheels go wound'; and always insisted on his uncle showing him the inside of his watch; with the result, if I remember right, that the dust blew into the works. There is no earthly or heavenly objection to a man saying of trains and motors: 'Want to see wheels go wound,' so long as he is as innocent as *Toddie*. There is no objection to scientists splitting open the world like the uncle's watch, in order to look at the works of it so long as those scientists feel like children. The only objection to opening the world like a watch is an entirely extraneous one, as in the story. It is that a nameless something comes in from outside, something that is not young and not heroic; something that is dry and blinding and barren, like the east wind, blows in at every aperture. Dust blows into the works of the world, an arid and choking dust; the dust of death."

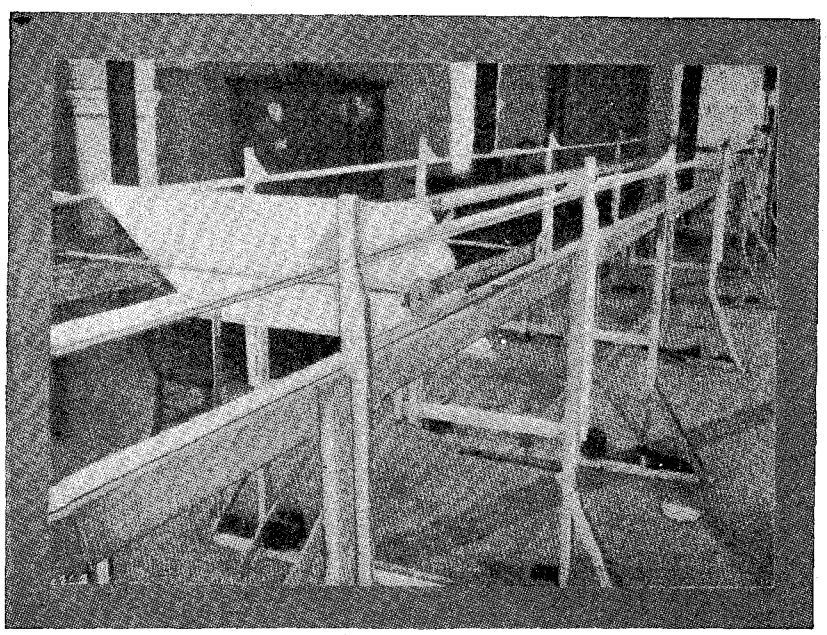

FIG. 1.—EXPERIMENTAL AEROPLANE MODEL.

AN AEROPLANE LABORATORY

A LABORATORY apparatus for testing aeroplane models in much the same fashion as model ships are now tested in experimental tanks has been installed in the Northampton Institute, England, and is described in *Engineering* (London, December 10) by its inventors, Messrs. C. E. Labard and R. O. Boswall. The illustrations show a model aeroplane, mounted on a carriage, and supported by four wheels resting on a double gauntry or track. We read:

"The aeroplane model can be drawn along at an increasing velocity by means of a horizontal cord attached to the model at one end and passing over a large drum or pulley at the other, which, by its rotation under the influence of falling weights, hauls the model along. The pulley, with the falling weights and additional apparatus, by means of which the time and velocity of flight may be obtained, are shown in Fig. 2. The track is about 60 feet long, . . . it is accurately leveled and in true alinement, and constructed at a height of four feet from the ground. With this length of track it is possible to obtain in a few moments a velocity of 30 miles per hour, which allows a short flight of the carriage forward free from the rails, and enough space for a reduction of the velocity to zero, without undue shock to the model, by the time the end of the track is reached.

"In order to prevent the model rising too high after it has once left the track, two long planes, or guard-rails, are fixt up parallel to the track and six inches above it; and to prevent lateral displacement or wobbling on the track a central guide consisting of two thin strips of wood faced with sheet tin on both sides and placed with their beveled edges in the direction of motion, are secured to the fore and aft cross-pieces of the carriage, running between guides placed centrally with and about half-way up the gauntry, the position fixt allowing sufficient clearance for the plane. These vertical pieces are stayed to the carriage and to each other by a strong pike line to insure that they keep central. The matter of guiding is of much importance, and the method adopted is being improved upon, whereby the guiding will be effected from the sides of the track. With the improved arrangement the front cross-bar will be done away with, as this bar possibly breaks up the natural flow of air, and errors may arise, especially in the case of small angles.

"The carriage, or runner, on which the plane is mounted, is built up of thin wood laths, the side-pieces vertical and the cross-pieces horizontal, to offer as little obstruction to the flow of air as possible, and all edges are beveled for a similar reason. . . . The plane, which may have any width up to three feet four inches, can be adjusted to any angle, shifted backward or forward in the carriage, or adjusted vertically with respect to the horizontal plane containing the axes of the four wheels. . . . The plane is secured to the carriage by means of two spindles fixt to the sides of the plane, and passing through slots in the sides of the carriage to allow the plane to be shifted to the back or front of the carriage. The spindles are secured to the sides of the plane by means of special clips, which allow of the plane being moved in the vertical direction referred to. To keep the plane quite steady, adjustable stay-cords are attached to the top of it, and fastened at the other end to the carriage. With this arrangement the alteration of angle or position, either laterally or vertically, can quickly be effected."

The exact moment at which the plane leaves the track is registered by the automatic breaking of an electric contact at that instant, and the velocity at this point of time is thus ascertained. The inventors hope by means of this device to obtain some definite information regarding the laws of resistance to planes in motion, and the best forms to be given to these surfaces for successful flight.

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THE IDEAL PHYSICIAN

THIS desirable person is sketched by Dr. F. Cathelin, a lecturer in the Paris schools of medicine, in the *Revue de Mois*. We quote from a summary made for *The Review of Reviews*. The ideal physician, the writer says, must have what he calls six "moral senses"—those of duty, responsibility, kindness, manual skill, beauty, and sociability. Says the writer:

"The sense of duty toward the patient is the very first requisite in a doctor. This sense can arise only from a positive and innate altruism, or love of one's fellow creatures—a quality similar to that which moves the hospital nurse to devote her life to the care of the stricken. There can be no personal sensitiveness nor lack of interest in details, as against an absorbing curiosity that complicated cases arouse. And yet, with all this sense of duty, which calls for extreme goodness or sensitiveness of heart, he must not show a trace of emotion when his duty calls him to operate on a McKinley, a Carnot, or a Frederick II. In the profession the word equality has certainly found a lasting place. No matter how far he may have gone in his profession, or how rich he may have become, if he possess this sense of duty in his heart he will die an active member of his profession, unless old age prevents him from working.

"In the matter of responsibility a doctor must follow the traditional advice; namely, to do as he ought to do, no matter what the issue. No doctor can be held responsible for results that are independent of his zeal, and to limit his action by undue legislation is to put a stop to scientific medical progress. As for the sense of kindness, it is certain that the age of the brutal surgeon has gone by. There may be occasions when it is desirable, on account of a surviving family, to tell a patient that his end is approaching. But in the generality of cases, to pretend to see recovery in a patient is often effective, and is always kind.

"The proper sense of manual skill in a physician is founded on reflected audacity; that is to say, an audacity born of a sincere wish to succeed, and of common sense. Bold doctors are frequently characterized as innovators. It is incontestable, nevertheless, that many of these doctors prove the greatest. Boldness is frequently the difference between the clever and conscientious surgeon and the simple operator or dissector who has grown bold through indifference. And yet the surgeon's 'nerve' must always be kept in check by his prudence. That prudence must depend much on his intuition, without which a doctor is a public calamity. Judgment and correct intuition must be a part of his equipment. His sense of beauty must really be a sense of the artistic, an anxiety to execute with neatness and celerity; without these no operation can be said to be correctly done, either from the point of view of medical science or from that of the patient. But, above all things, a doctor must be good in the sense of his possessing good moral qualifications. His social rôle, therefore, becomes of the greatest importance."

ARE WE TOO ERECT?—Man differs from the lower animals in his ability to walk on his hind legs. We of the Western nations also differ from our Eastern brethren in sitting upright instead of squatting or reclining. It is the opinion of Arbuthnot Lane, who expresses himself very clearly on the subject in *The Lancet* (London), that we have gone a little too far in the path of merely physical uprightness. We quote from an abstract and criticism in *The Hospital* (London, December 4), which, by the way, does not agree with Mr. Lane's conclusions. Says the reviewer:

"What . . . the author wishes particularly to call attention to is the disadvantage the individual experiences from the habit of keeping the trunk constantly erect—a habit enforced by the condition of civilization existing at the present day. Europeans no longer recline as the ancients did, for chairs have taken the place of couches. The Anglo-Saxon, too, has given up squatting like the savage or the Bengali. And so all day long gravity is exerting an uninterrupted—an unfairly uninterrupted—downward pull on the viscera of civilized occidentals, and the bracing pressure of the front of the thighs never comes to the aid of the abdominal muscles. Even by night . . . there is no absolute relief, because the heavy lower part of the body sinks deeply into the soft bed. Reading this, some of the more introspective of Mr. Lane's audience may recall that when, on the links or on a country walk, they lay down to rest, their ease of body and mind was contributed to by the very material circumstance that the firm resistance of the ground, giving a comfortable hoist to the pelvis, relieved the strain on the attachments of their internal arrangements."

Whether Mr. Lane would have us discard chairs for rugs and use couches at table, he does not say; but this would be a fair inference from his contentions.

MUSTACHES AND COLDS—That facial hair affords a lurking place for germs and that shaving is a measure of prophylaxis, is the position of a correspondent of *The Lancet* (London, December 4) who writes to that paper of his discovery that clean-shaven persons appear to enjoy a kind of immunity from the common cold.

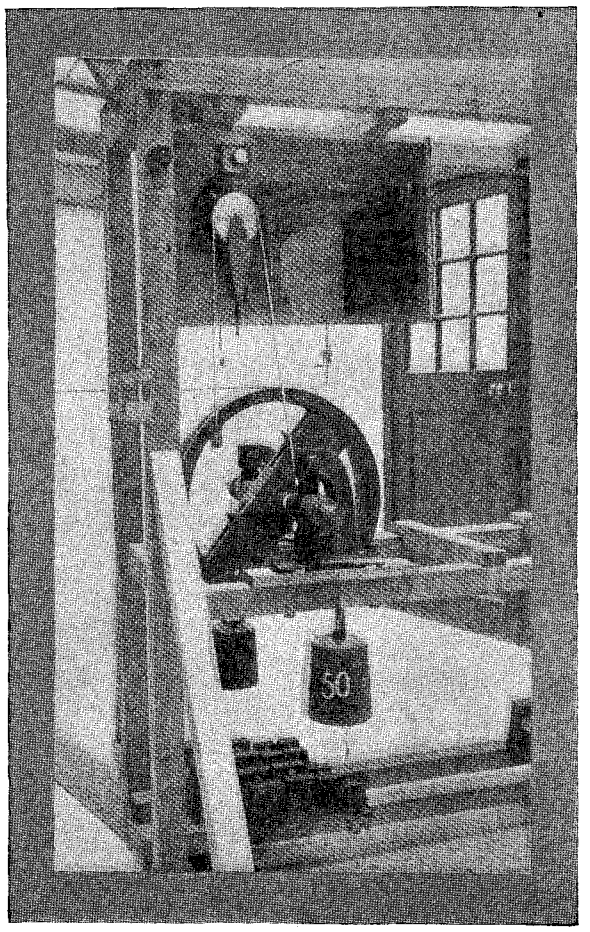

FIG. 2.—MACHINES FOR TESTING AEROPLANE MODELS, In the "aeroplane laboratory."

"At all events," he says, "they seem to be attacked less frequently than those who cultivate the mustache." *The Lancet* continues:

"He suggests that the daily shaving may prove an antiseptic process which regularly removes pathogenic organisms which otherwise lurk and grow in the mustache. It is, of course, conceivable that the mustache affords a nursery for organisms, especially as it must be moist, and occupies a position close to the breathing intake. Further, it is reasonable enough to assume that the daily shave does, as a matter of fact, amount to a regular antiseptic routine. The mustache is obviously difficult to clean thoroughly and it is open to doubt whether mere washing completely sterilizes it. Even if that should be the case, the mustache would soon be full of organisms again, as it is constantly exposed to a stream of air which is rarely sterile. According to our correspondent's view, however, there should be a similar immunity enjoyed by women unless we lay stress on the fact that no method in their toilet amounts to the drastic cleansing process of the razor and soap. Moreover, fine downy hair is natural to the lip of women and children. The observation is an interesting one, and its author sends some confirmation of his view in the shape of details of cases in which the subjects, while regular sufferers from common cold when they wore a mustache, seem to have enjoyed a comparative immunity since they have shaved clean."

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THE PRESIDENT SLIGHTS THE POPE

THE fact that President Taft did not follow the example of his predecessors in office, and send to Pope Pius X. a congratulatory message on the occasion of his late golden jubilee seems ominously significant to the Pittsburg *Observer*. This Catholic journal recalls President Cleveland's gift to Leo XIII. of a "magnificently bound copy of the Constitution of the United States, covered with a beautiful fabric which was embroidered by the deft and gentle hand of Mrs. Cleveland." The gift marked the celebration of Leo's golden jubilee. President Roosevelt similarly, it is recalled, "also manifested by written communications his high respect for both the late and the present occupant of the chair of Peter." Mr. Taft, however, let slip his opportunity, and this, with other contributory acts, are brought forward to give point to this journal's question as to whether or not the President is "an anti-Catholic bigot." Mr. Taft's negotiations with the Vatican over the Church lands in the Philippines have sometimes been mentioned as showing his partiality for the Catholic Church, but this is the first time we have heard him accused of partiality against it. *The Observer* speaks in this wise:

"Recently Pope Pius X. celebrated the golden jubilee of his episcopate. Emperor William of Germany sent him a message of cordial congratulation, through the Prussian Minister at the Vatican. Protestant Prussia, it may be observed in passing, is the only sectarian State that is officially represented at the Holy See. Did President Taft send a congratulatory message to the Pope on the occasion? No. He remained churlishly silent. And this silence of his is all the more churlish because he is personally acquainted with Pope Pius and has been referred to in laudatory terms several times by his Holiness.

"Nor is this the first time that Mr. Taft has displayed his anti-Catholic bigotry. In appointing the members of his Cabinet he took care to exclude Catholics. Moreover, in his recent message to Congress he went out of his way to show that he credits the lying stories about the 'cruelties' and 'atrocities' committed by the officials of Catholic Belgium in the Kongo, which have been circulated by a few Protestant missionaries in the pay of the English Government. He said in that message: 'The question arising out of the Belgian annexation of the Independent State of the Kongo, which has so long and earnestly preoccupied the attention of this Government and enlisted the sympathy of our best citizens, is still open, but in a more hopeful stage' . . . As 'this Government' has been in existence only since March last, and as the transfer to Belgium by the late King Leopold of the Kongo Free State, which was his personal property, and in the civilization and development of which he expended millions of dollars, took place recently, the question arising out of it can not have been the subject of 'long and earnest preoccupation.' Again, there has been no such thing as 'cumulative evidence from all quarters' about conditions, 'burdensome to the natives and destructive to their development.'"

A POLAR SLAP TO THEOSOPHY—Both Commander Peary and Dr. Cook have given out that they found no land at the North Pole. This scientific discovery seems to make necessary a revision of certain theosophical teachings. Many years ago, when the Pole was deemed absolutely inaccessible, Madame Blavatsky, the then High Priestess of the cult now represented by Mrs. Annie Besant, was told by her invisible spirit teachers that land existed at the top of the world. Since then this has been a part of the regular teaching of Theosophy. Our attention is called to this fact by an East Indian editorial writer in the columns of *The Wednesday Review*, a bright weekly published in faultless English by a native Indian, in Teppakulam, Trichinopoli:

"Madame Blavatsky, in her book, 'The Secret Doctrine,' speaks of it thus: 'If, then, the teaching is understood correctly, the first continent which came into existence capped over the whole North Pole like one unbroken crust, and remains so to this day beyond that inland sea which seemed like an unreachable mirage to the few Arctic travelers who perceived it.' It is also identified by the Theosophists as the Imperishable Sacred Land 'of which very little can be said except perhaps that the Pole Star has its watchful eye upon it, from the dawn to the close of the twilight of a day of Brahma.'

"Mrs. Besant, in the course of her lectures at Adyar in December, 1903, on the 'Pedigree of Man,' makes constant reference to it. In one place she refers to it thus: 'Slowly that land emerges from the swelling wave of the tepid watery globe, and like the lotus of seven leaves, their center Mount Meru, at the Pole, seven great promontories of land appear.' And again: 'The gorgeous hues of the tropics faded away before the breath of the ice-king; the polar days and nights of six months began, and for awhile the remnants of plaksha showed but a scanty population. Beyond it, in the polar region, smiled ever the Imperishable Sacred Land.'"

AN ANTI-CHRISTMAS NUMBER

AS some of the rationalistic journals celebrate Easter by articles pooh-poohing the resurrection, a "progressive" weekly of London, *The Christian Commonwealth*, gave prominence in its "Christmas number" to an article by Edward Carpenter which aimed to show that Christmas is merely the survival of a superstitious savage feast held to celebrate the season when the days begin to lengthen. This article caught the eye of the redoubtable Mr. G. K. Chesterton, who thereupon relentlessly ransacked the whole number and turned it inside out and upside down, so to speak. So this is a "progressive" organ, he notes. Well, he observes, he has "never been able to make out what the progressive movement is, except that it is rather like a policeman who always tells people to 'move on' without telling them where to go." The Christmas pudding that *The Commonwealth* provided is thus analyzed by Mr. Chesterton in *The Illustrated London News* (December 18):

"On one page is a defense of Christian Science, on another a review on eugenics, on another a number of interesting articles about table-rapping and mediums, on another a diatribe by an energetic suffragette, on another an excellent article by Mr. Edward Carpenter on Pagan Sun Worship; and last, but not least, a page specially dedicated to my old friends the food reformers."

For a "Christmas" number to contain matter that negatives Christmas itself and its teachings seems to Mr. Chesterton a journalistic *faux-pas*. As in the present case it is done in the name of science, Mr. Chesterton finds it a "very vile habit" in the pedants—that of "explaining to a man why he does a thing which the man himself can explain quite well—and quite differently." For example, if he goes down on all fours to find a sixpence, it annoys him to be told by a passing biologist that he is really doing it because his remote ancestors were quadrupeds. Scientists, he assures us, "will talk to a man on general guess-work about things that they know no more about than about his pocket-money or his pet cat." With more in this fashion about religion and all the festivals and formalities rooted in religion:

"Thus a man will tell me that in keeping Christmas I am not keeping a Christian feast, but a pagan feast. This is exactly as if he told me that I was not feeling furiously angry, but only a little sad. I know how I am feeling all right; and why I am feeling it. I know this in the case of cats, sixpences, anger, and Christmas day. When a learned man tells me that on December 25 I am really astronomically worshiping the sun, I answer that I am not. I am practising a particular personal religion, the pleasures of which (right or wrong) are not in the least astronomical. If he says that the cult of Christmas and the cult of Apollo are the same, I answer that they are utterly different; and I ought to know, for I have held both of them. I believed in Apollo when I was quite little and I believe in Christmas now that I am very, very big.

"Let us not take with such smooth surrender these tenth-truths

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at tenth hand, such as the phrase that Christmas is pagan in origin. Let us note exactly how much it really means. It amounts, so far as our knowledge goes, solely to this—that primitive Scandinavians did hold a feast in mid-winter. What the dickens else could primitive Scandinavians do, especially in winter? That they put on the largest log in winter: do the professors expect such simple pagans to put on the largest log in summer? It amounts to this, again—that many tribes have either worshiped the sun or (more probably) compared some god or hero to the sun. Just so many a poet has compared his lady to the sun—without by any means intending that she was a solar myth. Thus, by talking a great deal about the solar solstice, it can be maintained that Christmas is a sort of sun-worship; to all of which the simple answer is that it feels quite different. If people profess to feel 'the spirit' behind symbols, the first thing I expect of them is that they shall feel how opposite are the adoration of the sun and the following of the star."

PROBLEMS FACING THE JEW

DANGERS without and fears within seem to represent the status of the Jew of this country as he surveys himself. The "Jewish question" is dealt with from many points of view by *The American Israelite* (Cincinnati), and as this journal presents it, it seems not one, but many, questions. To the rich there is the chagrin of social ostracism; to the poor there is the menace of poverty, disease, and all the difficulties of assimilation in an alien society. Men both outside and inside the pale of the Jewish faith discuss these problems. Dr. Madison C. Peters, of New York, speaking as a sympathetic Gentile, views the plight of a people denied "fraternity and equality." He writes:

"At many of the clubs, social, professional, and political, he is ostracized—lodges whose proud boast is the Fatherhood of God and brotherhood of man, blackball him—and even his money can not admit him into the ranks of so-called society, which worships at the shrine of the golden calf.

"The Jew can not send his children to many of the select private schools of the country. In many of the hotels and summer resorts, conspicuous signs are displayed bearing such bigoted inscriptions: 'No Jews Wanted.' 'No Jews Need Apply.' . . . . .

"The street gamins on the East Side in New York are allowed, under the very noses of the police, to insult Jews with impunity. On the stage the Jew is caricatured and held up to ridicule, and I regret to say even Jews join in applauding these insults to their race. The Irish hooted and pelted the vilifiers and traducers of their country off the stage, so that the comic Irishman of the boards has been relegated to the past. The Hebrews could accomplish the same, if by concerted action they would chase from before the footlights the artists who pander to the depravity and vitiated tastes of the mobs who hold up their people and religion to scorn.

"I have seen the Jewish children in New York go home from the public schools in tears because of the offensive epithets with which they were taunted. . . . . .

"Have we not one Father? Hath not one God created us? Why do we deal treacherously, every man against his brother, by profaning the covenant of our fathers?"

Something like acquiescence in the situation is, however, advised by one within the faith. Hon. Simon Wolf, of Washington, D. C., seeks to show his brethren how adjustment is possible in this wise:

"To educate our people to the true value of citizenship, never to unite politically, except when a fanatic or antisemitic is to be advanced; at all other times to be party men, which is the basic principle of the Republic. Unite on all questions that will solidify us as Jews, religiously; seek not to intrude into hotels, private schools or clubs, where, because we are Jews, we are barred; to be prosperous and rich are great elements of happiness, but they do not give us the warrant to humiliate ourselves, to be made objects of tolerance, or to exhibit the snobbery of the vulgar rich. We have in our midst and at our call every requirement for social and intellectual life; if the so-called Christians will not have us, let us thank God, for Christianity, by this stupid, vulgar discrimination, is weakened and Judaism strengthened. There are Orthodox and Reform Jewish congregations, members of a dozen different Jewish fraternal organizations, hundreds of Jewish societies, all working for the Jew and humanity, and therein lies our safety, just as the freedom of conscience in the United States is made secure by the multiplicity of church organizations. There is safety in differences and in numbers."

Viewing the situation objectively Mr. Wolf sees the question as "one of international, national, and local importance." The key to it is to be found in Russia and Rumania; and our paramount duty, he thinks, is to "try, by legal and patriotic means, to influence Russia to be just." After that he recommends efforts to

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REV. MADISON C. PETERS,

Who recommends the Jews to "chase from before the footlights the artists who pander to the depravity and vitiated tastes of the mobs who hold up their people and religion to scorn."

"divert emigration to the seaboard cities," and thereafter to "strengthen all the lines so as to secure more education on the basis of American life." He writes:

"If the Jews in Russia and Rumania were accorded equal rights, the most material link in the chain would at once be forged, emigration to congested centers would lessen, and the second, national, would solve itself. Patience and secular education would level the distinction, and the Jew would live and thrive as other citizens, without being constantly the subject of invidious criticism. Locally outside of the three or four large cities, there never has been a Jewish question. They are absorbed and assimilated, and wear no badge to indicate differences. Therefore, the bone and sinew of Jewish problems is in New York and possibly in Chicago, and what causes men of sober thought to reflect, is the power, politically, the Jews can wield if they were corraled by demagogs and shysters, or by some ambitious dreamer. The Jews of New York or Chicago, if united, could control a local, State, or national election. This causes fear and creates antisemitic prejudices; added thereto comes the rivalry of the laboring classes, which at all times is brutal and selfish, and this feeling has also stimulated the Anti-Immigration League."

Another contributor is Dr. Boris D. Bogen, superintendent of United Jewish Charities of Cincinnati, who goes behind the question of the Jews' relation to the Gentile world and writes of the

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problems distinctively Jewish that make their appeal to every member of the faith. No question, he says, concerns the Jews of the United States more than that of Jewish immigration, and in connection with it the problems of Jewish philanthropy, dealing almost exclusively with immigrants, become of the greatest importance. He goes on:

"The situation seems to be rather serious. The accounts of the terrible conditions among the Jews, especially in the congested districts, are becoming more frequent. The victims of tuberculosis are counted by the thousands, family desertion has become a common phenomenon, orphans are crowding twenty-seven existing institutions and there seems to be a demand for more accommodations, the Jewish tramp is no more an exception, thirty-one shelter homes are not sufficient to give the transients a temporary home, the insane asylums, the homes for incurables, etc., count a goodly proportion of Jewish inmates. Delinquency among Jewish children and immorality among Jewish women is coming before the attention of the entire country. On the face of it, little progress is made in coping with the situation. While the immigrant made his way to the different professional walks of life, while we can count by the dozen great and renowned musicians, artists, playwrights, doctors, professors of universities, lawyers, business men of high caliber, etc., the immigrants present also their share in the lowest strata of society. As a rule, the immigrant comes to this country as a pioneer, without large capital and a complete stranger to the complicated relations that exist in modern American cities. Industrial inefficiency, the fear for to-morrow, the lack of knowledge of the language, the life in the Ghetto, and the extreme metamorphosis that the immigrant experiences within a short time of his arrival, shatters the foundation of the immigrant's life—his own self, his home, his family, his children. Is there any wonder that sickness, insanity, nay even delinquency finds a fertile ground among the 'Coming Americans'?

"The reports of the different charitable organizations show that the number of persons applying for assistance, and who are less than three months in the country, is comparatively very small. It seems that it takes from two to five years before the strength of the immigrants gives way and he and his family become dependent upon charity. Thus the problem of the first aid to the immigrant is becoming of less importance. The majority of immigrants come to join their friends and relatives, and under ordinary conditions do not apply for assistance to organized charities. The difficulty comes later when the cause of dependency is more permanent, and when temporary, inadequate relief does not in any way solve the problem.

"Notwithstanding the many agencies of Jewish philanthropy, we are to-day encumbered with more difficulties than were known in the past, and it is not only because the problem has become more complicated, but because we are more conscious of the situation.

"Jewish philanthropy deals at present with general propositions; there is very little in Jewish philanthropy specifically Jewish.

"Tuberculosis is a social disease not affecting our people exclusively. Unfortunately, society is still indifferent to the terrible loss from the white plague, and private effort, if not in position to prevent tuberculosis, should at least do all it possibly can to care for the victims of social injustice."

Viewed by the Gentile world opinion differs. Dr. Harry Pratt Judson, president of Chicago University, sees no need for agitation, for to him, so far as any "question" exists, it is "in process of settlement by the natural forces of social evolution." He adds:

"There surely is no Jewish question in our public life. There is no Jewish question in the administration, at least, of our educational institutions. The operation of social conditions in our Republic, acting both from within the body of our Jewish fellow citizens and from without, is, I believe, tending toward doing away with the demarcation which has prevailed owing to historical circumstances. The best thing to do, in my judgment, is to let these forces operate and produce their natural result. If there were a specific thing which needed to be done in the way of legislation I should feel that there is need for agitation. There is none. Therefore I do not believe that agitation is necessary."

"WHY MINISTERS FAIL"

IN answering the question "Why some ministers fail," Dr. J. Wilbur Chapman told the ministers of Boston lately that he "marveled because more ministers do not fail." In fact, to him, "the wonder is that the great majority do not fail." Rehearsing some of the causes for failure, as he is reported by *Zion's Herald* (Boston), he began by saying that preaching to some has become a profession, instead of a passion. The spirit of routine, of professionalism, is fatal. There are other failures due to the fact that ministers use the wrong method of approach. Thus:

"They try to enter by the door of the head rather than by the door of the heart. The man who enters by the head must come armed with an argument and he is met by an argument. Then Greek meets Greek. But the best method of approach is not by way of the head. I have found it very easy to enter by way of the heart. This was Jesus' method. The successful minister must use heart influence as his chief method of work.

"Moreover, some ministers fail because they have departed from the Bible as authority. They forget that Jesus and his gospel are the only hope of a sinful world. I met on this tour all sorts and conditions of preachers. Some were intellectual giants; some transgressed the training of the schools. Some were splendidly cultured; some had been denied the privilege of culture. But wherever I went, I found those who were preaching a divine Christ from an inspired Bible were prosperous; and those who were preaching anything else were preaching to dwindling congregations. The world is sick of sin and hungry for the Word! The average business man does not care to come to church to have his faith unsettled."

Some failures he attributes to the loss of the "evangelical note," tho this element he finds "hard to define." Further:

"With some men it is a flash of the eye, a tone of the voice. Some men have produced conviction by announcing a hymn. The evangelistic note depends on what you are before God. If we had it, we could fill the churches. Of one minister a member of the official board said: 'We think of Jesus Christ every time we see his face.' In 1727, John Wesley could not shake an American village, and his name was a by-word for failure as he returned to England. In 1739, he shook three kingdoms. In that year he had a vision of God, and caught the evangelistic note!

"Furthermore, some ministers fail because they have lost the note of authority in the pulpit. It is a fatal mistake to let people understand he is afraid. He gets his commission from God, not from the official board. Oh, the pulpit is the last place in which to scold, to say harsh things; but the message must have the authority of a divine commission. A distinguished lawyer once undertook to tell his pastor that the parish needed a different type of preaching. The pastor repiled: 'I get my people before me in my vision as I study, and then I drop on my knees. I find my text, and in the spirit of prayer I stand on Sunday to preach what he gives me; and not all the elders in the Presbyterian Church can make me change.' The lawyer grasped his hand and cried: 'No elder in the Presbyterian Church would want to make you change!'

"Some ministers fail because they do not spend enough time in devotional Bible study and private prayer. I know the demands on a preacher's time. He is busier than any other professional man except the doctor. His hours are constantly broken into. And he must always be at his best or hear some harsh criticism which will well-nigh break his heart. But with all this he must bury his face in God's Word more; he must be more in prayer. A man in Melbourne came to me and said: 'I believe God has given you a message, but I can tell you how to make it have a better edge. Take more time for your Bible; more time to pray.' And this old saint was right. Every minister should come from his knees to the pulpit.

"Finally, with all else, failure is sure without loyalty to Jesus Christ. As the widow of ex-President Harrison stood alone for a final farewell beside the silent form, she heard the door open and saw an old soldier enter on his crutches. He approached and mingled his tears with hers in baptism on the upturned face. Hobbling then to the door, he turned, stood at attention, and said: 'General, I salute you!' So must every successful minister salute his Master."

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SARA BERNHARDT'S DREAMS

MADAME BERNHARDT'S dreams never relate to the theater. She has never dreamed of sceneries or of any of her characters. Whatever is unusual about them partakes somewhat of psychical mysteries. So she explains to Mr. Eugène Thébault, who is trying to determine something of the psychology of dreams by questioning distinguished people in different walks of life about the visions of their sleep. Mme. Bernhardt's psychical dreams are really previsions of events about to happen. Such dreams have visited her since her early youth, as she tells Mr. Thébault for *Les Annales Politiques et Littéraires* (Paris). She says:

"I have never cared to meditate for any length of time upon these problems which you mention—altho they have always interested me. It is because I am superstitious—not nervous, O no! I should more properly be classed among the sanguine temperaments. I have an impetuous will. I am vital. Is that why my dreams have always had the phenomena of foreknowledge? It is curious, and does not fail to be a trifle disquieting. I remember, when I was a little child, my mother was going to take me into Normandy. My imagination was aroused; I was enchanted by the idea of the journey; I tried to picture to myself the new scene in which I was to live for a while. We set out, we reached our destination; but in order to get to the château where we were expected, there remained a stretch of road in a country quite unknown to us. It was at nightfall, and there were no means of transportation. How were we to reach the end of our journey, still at a considerable distance, without information or a guide?

"My mother did not know the way. She hesitated about starting, for there were ten chances to one that she would go astray.

"Then I said: 'I know the way!'

"'You, little one? Why, you have never been here!'

"'That makes no difference! I know how the château is built!'

"And, in strict accordance with my dream, I gave so faithful a description of the place, and completed the description with such precise landmarks, that my mother no longer hesitated, but fearlessly trusted this strange presentment which had shown me the real details of an unknown country. You see, since the technical psychologists label dreams, you can say that the first which I remember was a topographic dream.

"Here is another instance—among many of the same kind. I was in America, in the course of a long tour. I dreamed that my son, who had remained in Paris, had just been the victim of an accident, and had been bitten by a mad dog. My dreams have a terrible precision; the faces, the surroundings, stand out as clearly as in real life. Upon awakening, I was extremely anxious. I telegraphed for information—a crazy thing, was it not? But all mothers will understand that senseless agony! The answer came at once. My dream, point by point, was true. The dream had been almost at the very moment of the accident. Happily, they gave me good news. My son's clothing had protected him from the terrible consequences of the bite. No complication was to be feared.

"In regard to all those who are dear to me I have also had real forewarnings, sometimes sad, sometimes joyous, but always affecting. Now you understand the reason for the kind of superstitious fear which I feel for this unknown region of psychology. While I dream, the action of which I dream is being accomplished. And the revelation leaves me powerless; all my energy is useless; I strive, I resist, I long to struggle! But what avails it?"

When asked if she saw nothing beyond these warning dreams she answered:

"Nothing, if it be not the familiar dream of enchanted landscapes and horizons. Almost always, when I reach a city for the first time, I have the feeling of having already seen it. Now, how are we to explain all this? By calling it mysterious? That is no explanation. And, then, what is the mysterious? And this also is as strange as these phenomena of foreknowledge—the fact that I have never dreamed of sceneries, or of my characters, or of anything whatever relating to the theater. For my own part, I can not believe, then, that dreams are only determined by our preoccupations, by our tastes, by our special aptitudes. I will rather think we are dominated by unknown powers."—*Translation made for* THE LTERARY DIGEST.

AMERICA AS A CONVERSATIONAL SAHARA

"FOR in America there is, broadly speaking, no culture." It is said with so much decision and finality that one almost wonders how four distinguished people could be found to controvert the dictum. Yet Mr. Howells, Henry Van Dyke, Prof. Brander Matthews, and Mr. Henry E. Howland do their best to save our bacon after it is thus scorched by Mr. G. Lowes Dickinson. Mr. Dickinson is the Cambridge scholar who writes brilliant Socratic dialogs on various cultural themes. The virtue of this form is that the man of straw is sure to get the worst of it. The dialog wouldn't be Socratic if he didn't also take his worsting gracefully. Mr. Dickinson is one of the most recent of that company of English visitors who come to lecture, be dined and fêted, and go home to appraise us. What the English themselves, in whose reviews all these appraisements appear, really make of us would be interesting to know. Mr. Dickinson writes in *The Cambridge Review* (Cambridge, England) and gives this composite picture:

"For in America there is, broadly speaking, no culture. There is instruction; there is research; there is technical and professional training; there is specialism in science and in industry; there is every possible application of life to purposes and ends; but there is no life for its own sake. Let me illustrate. It is, I have read, a maxim of American business that 'a man is damned who knows two things.' 'He is almost a dilettante,' it was said of a student, 'he reads Dante and Shakespeare.' 'The perfect professor,' said a college president, 'should be willing to work hard eleven months in the year.' These are straws if you like, but they show the way the wind blows. Again, you will find, if you travel long in America, that you are suffering from a kind of atrophy. You will not, at first, realize what it means. But suddenly it will flash upon you that you are suffering from lack of conversation. You do not converse; you can not; you can only talk. It is the rarest thing to meet a man who, when a subject is started, is willing or able to follow it out into its ramifications, to play with it, to embroider it with pathos or with wit, to penetrate to its roots, to trace its connections and affinities. Question and answer, anecdote and jest, are the staple of American conversation; and, above all, information. They have a hunger for positive facts. And you may hear them hour after hour rehearsing to one another their travels, their business transactions, their experiences in trains, in hotels, on steamers, till you begin to feel you have no alternatives before you but murder or suicide. An American, broadly speaking, never detaches himself from experience. His mind is embedded in it; it moves wedged in fact. His only escape is into humor; and even his humor is but a formula of exaggeration. It implies no imagination, no real envisaging of its object. It does not illuminate a subject, it extinguishes it, clamping upon every topic the same grotesque mold. That is why it does not really much amuse the English. For the English are accustomed to Shakespeare, and to the London cabmen."

Mr. Howells is reported by the New York *Times* to have read Mr. Dickinson and then said: "The best talk I ever heard was at Cambridge." But this was only apparent acquiescence, for he added—"Massachusetts." He referred to a time many years ago, but he had no doubt "there is just as good talk there to-day and as good talk as you will find anywhere." Mr. Howells goes on:

"We read more than we used to, and I have an idea that the more we read the less time we have for conversation, at least the sort of conversation that Mr. Dickinson seems to have missed in America. But lack of conversation doesn't necessarily imply lack of culture. Many cultured men are silent men. In New England, where there is much reading, you will perhaps notice a lack of

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brilliant conversation, while in the South, where people don't read so much, the talk is apt to be brighter and more illuminating. I really think that in certain circles, where educated people congregate, our conversation is quite as good as in corresponding circles anywhere else. But I do not find in conversation that the cultured people are always the most interesting. . . . . .

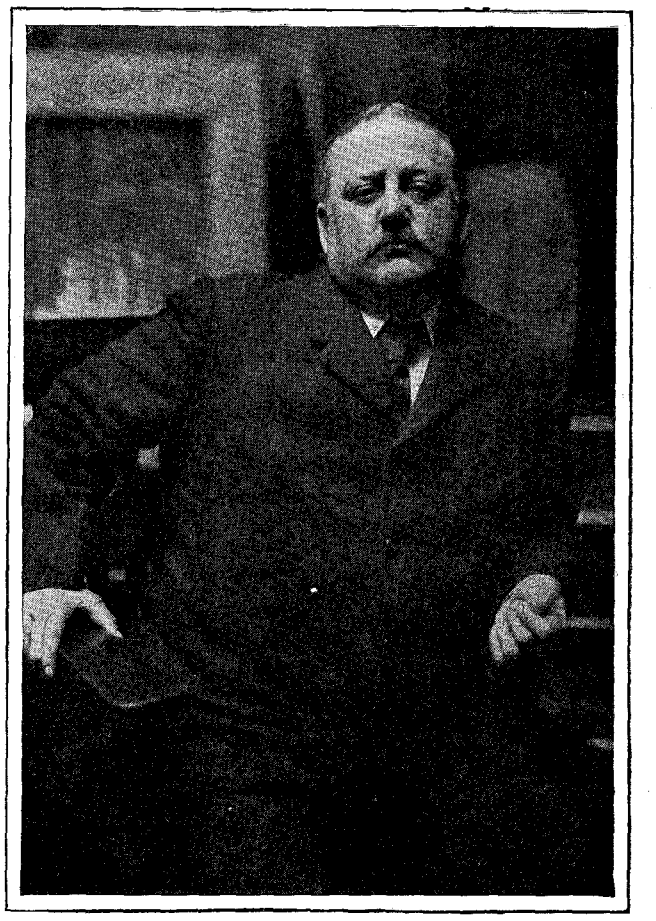
"Dr. Johnson was a brilliant talker, and he was a man of culture, but his talk was all one-sided. He couldn't brook contradiction or controversy. He wanted it all his way. And that's what kills conversation; the intolerance of a mind that can't reasonably combat opposite views. In the same way we frequently hear it said that letter-writing is a lost art, that with the telegraph and the telephone so conveniently within range we no longer indulge in the pleasures of intimate correspondence. I don't believe that is true. I think young people especially cultivate correspondence quite as much as they used to. Even I, at seventy-three, write half a dozen intimate letters every day averaging six pages, and I think most professional men do the same—literary men at any rate.

"As for American humor, some of it may, as Mr. Dickinson states, be based upon a formula of exaggeration, but that is only one type. We have various brands of humor, some more subtle than others. I can readily understand how an Englishman couldn't appreciate George Ade, for instance. I myself admire Mr. Ade's work very much, but there are colloquialisms in his writings that even I can't always comprehend. How can Mr. Dickinson be expected to understand our humor when so keen an observer as Andrew Lang, reading one of George Ade's fables and coming across the expression 'a spaghetti joint,' remarked that he never knew spaghetti had joints!"

Dr. Van Dyke surmises that the serious intensity with which Mr. Dickinson takes himself "is perhaps the reason why Mark Twain and Mr. Dooley are unable to amuse him." He further observes:

"According to Mr. Dickinson, the reason for the slowness with which American humor penetrates the epidermis of the English is because the English are accustomed to Shakespeare and the London cabmen. One is inclined to wonder whether these two prophylactics are taken by the average Englishman at the same time or separately, and how large the dose must be in order to secure complete immunity from the effect of an after-dinner speech by Joseph Choate or Horace Porter. Certainly there were some Englishmen a few years ago who were not altogether immune, but perhaps Mr. Dickinson belongs to a new order and one which in the course of time, as the London cabman is transformed into the chauffeur of a taxicab, and Shakespeare gives place to George Bernard Shaw as the great British dramatist, will become absolutely incapable of laughter except under the most serious provocation!"

Professor Matthews thinks Mr. Dickinson "didn't allow for the fact that here he was a visitor whose opportunities could only be sporadic, whereas on the other side he is at home, with ample occasion to repeat interesting experiences." As for himself the Columbia "don" thinks he has heard better talk in New York clubs than he has in London. But every impression seems to depend on the point of view, as this attests:



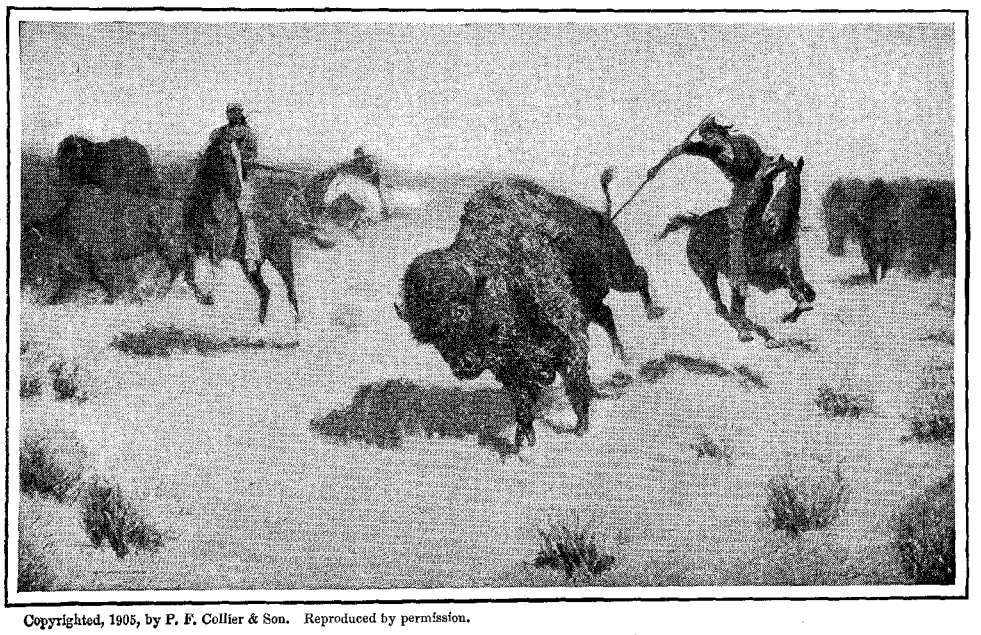
FREDERIC REMINGTON,

Who interpreted to us the life of the plains which will soon be no more than a memory.

"I remember a famous paper by Robert Louis Stevenson on talk and talkers, in which he describes four of his friends as masters of the art. It happens that years ago I knew three of the four, altho, of course, not as intimately as he did. I have no hesitation in saying that I would have no difficulty in matching each one of the three, as a master of conversation, in New York. Indeed, I have heard much better conversation in New York, at both public and private affairs, than I have heard in England—but I have been more in New York than I have been in England, just as Mr. Dickinson has been more in England than he has been here. It is largely a matter of opportunity.

"The one point where I join issue with Mr. Dickinson is when he says our humor implies no imagination. Undoubtedly there is an American humor of that kind, but it is not the only type. Mr. Dickinson was singularly unfortunate if he failed to talk with Americans whose humor was both imaginative and illuminating."

Mr. Howland thinks Mr. Dickinson fell into the common habit of taking exceptions to certain characteristics and tendencies of the American people, and deducing general conclusions not justified by the facts.



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BUFFALO RUNNERS.

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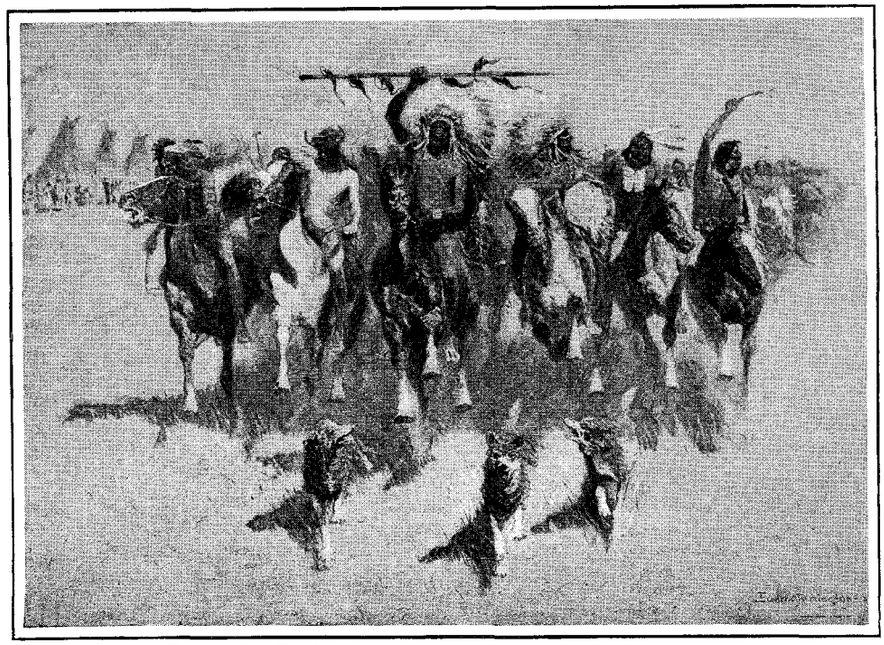
THE HISTORIAN OF OUR VANISHING LIFE

MOST people, it is said, will think of Frederic Remington as a painter of the horse. And there was a time, so the New York *Sun* recalls, when Remington himself used to say that when he died he wanted some one to carve on his tombstone, "He knew the horse." His death on December 26 brings forth this and other tributes to his artistic achievement. The place he won and the work he did are pointed to as so distinctively American that his death at the age of forty-eight is something of a national calamity. "In interpreting to us that life of the Western plains which will soon be no more than a memory he performed a service of high value," says an editorial writer in the New York *Tribune*. Thousands of Americans, it is suggested, to whom Indians and cowboys are thoroughly familiar types owe their acquaintance with them altogether to Remington's drawings and paintings. He is characterized as "a kind of popular historian, preserving in his work figures and scenes for whose picturesqueness he had an artist's eye, but whose essential characteristics he strove to record, above all things, with simple truth" Further:



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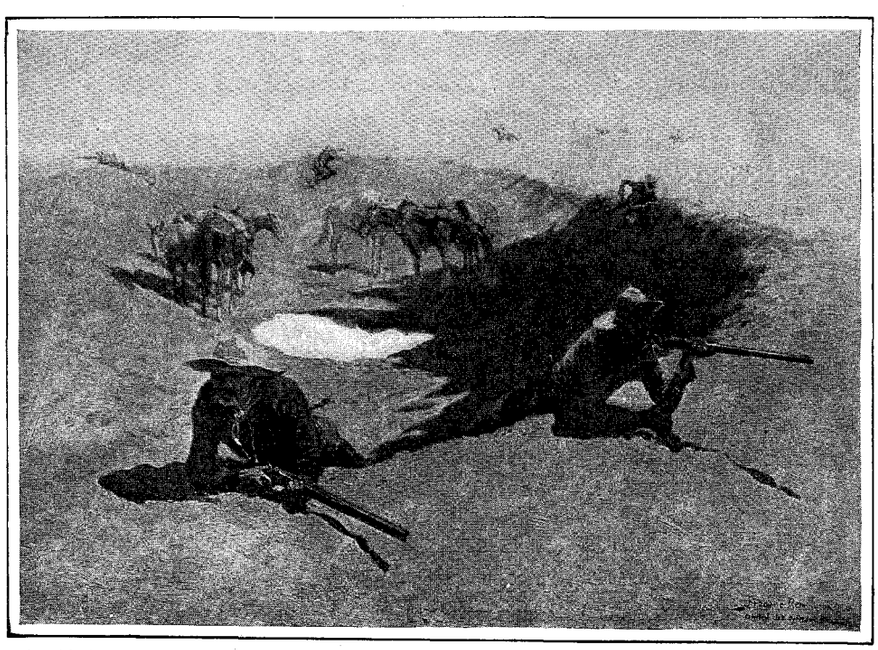
CEREMONY OF SCALPS.
From a painting by Frederic Remington.

"The fate that has cut him off in his prime seems cruelly ruthless. For years his career had been almost exclusively that of an illustrator. Then, without abandoning black and white, he interested himself in color, until little by little he achieved a proficiency with the brush equal to that which had marked his work with the pen. Latterly he had developed new powers as a painter, and two or three years ago began to astonish and to delight his admirers by canvases of remarkable merit. His progress, cordially noted in our columns, was steadily toward a greater breadth of style and a finer quality in respect to color. Pouring into his work a kindling sympathy alike for the red man and the white, delineating the Indian, the soldier, and the rancher against backgrounds whose wild charm was by itself a stimulus to him, flooding his work with light and air and giving to it an exhilarating effect of power and movement, he enriched his art with that last quality which springs just from the painter's enthusiasm for the medium he employs. The problems of technic were absorbing him and he was mastering them with positive joy in the task when he died. A man of strong physical habit, brimming over with humor, a lovable companion, boyishly happy in hard-won success, his loss is one to cause peculiar grief. Every one who knew him rejoiced in him and counted on his having many a year more of rich achievement. To his friends, and, we are sure, to a wide public also, the news of his untimely death must bring a bitter shock."

This sketch of Remington's early career appears in the New York *Sun*:

"Fred Remington was born in New York State. His father was a newspaper man and political factor whose editorials had a rank of their own among county newspapers. His home was at Canton, St. Lawrence County, and there his son was born on October 4, 1861. The boy was a lively youngster, much given to outdoor sport and not taking a very serious view of life. His father wanted him to be a newspaper man, but Fred felt the call of art, or thought he did—he had a second thought presently and it was long ere he returned again to art—and at the age of eighteen was permitted to go to the Yale art school. He didn't learn much there, he used to confess; that is, not much of what he went there to learn, but he got a lot of information about football and was on Walter Camp's original eleven when Camp was booming and developing the American game. The death of his father interrupted his course at Yale and he returned to his home and worked as clerk in a country store, afterward acting as confidential clerk to Governor Cornell at Albany. Then he took his share of the patrimony



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THE WATER HOLE.

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and went West as a cow-puncher, an occupation at which he kept for four years, practically living in the saddle, much of the time in Montana. Part of the time he lived among the soldiers at army posts, taking especially to the cavalry. He got ahead, established a sheep ranch and a mule ranch and made some money, went to Kansas and lost it, and then wandered farther to the Southwest, serving as scout, ranchman, anything that offered in the free and exciting life of the great plains. He has been over the ground from the interior of Mexico to Hudson Bay. Once when he 'dropt his wad' he made up his mind to quit ranching and come East. His father's friends, Senator Platt among them, were ready to help him and he soon had a job at clerical work in an office. Figures fretted him and he went to the superintendent of the counting-room one day and said to him: 'Do you like this sort of work?'

"'I do,' said the man.

"'Well, you are welcome to all you want of it. I don't,' said Remington, and he put on his hat and coat and went out.

"The next place he got he stayed half an hour. The West was calling again and art once more was stirring within him. He had always liked to make pencil sketches, and he went to the editor of *The Century Magazine* and told him of an astonishing group of Indians of the Southwest and asked to be sent out there to make drawings of them and to have a writer sent with him. Remington was so enthusiastic and so entertaining in his talk that the editor told him to go out there and do the whole thing himself, both the writing and illustrating. Remington told the editor that the only writing he had ever done to his satisfaction was signing his name on the back of a railroad pass.

"'Never mind,' said the editor, 'if you write what you have told me you will do well enough.'

"Remington went, and a little later presented himself to the public as an illustrator and author in *The Century* and in the Harper publications."

Besides depicting the life of the Western plains Remington has left behind him sketches of the scenes of the Spanish-American War, and types of the German and Russian armies. He essayed sculpture with considerable success and has achieved a series of small bronzes, the best known of which is "The Bronco Buster."

The New York *Evening Mail* points out that the central theme of his pictures was "nothing more or less than the near and menacing presence of death in the midst of intense life." It goes on:

"If we look at any characteristic picture of Remington's, we see, first, a vivid and pulsating life, generally keyed high, full of the light and color of the sun—life eager, self-poised, katabolic. And then, in a moment, we see death standing near in the form of some great threatening danger. Commonly the death that threatens is the death that comes in fight. Often it is death by thirst or hunger on the desert, or the approach of wild creatures of prey. It may be only suggested by the presence of deadly weapons. And even when there are no weapons, it was a trait of Remington's genius to draw the human face and body as a mere thin covering of flesh and skin stretched over a skull or a skeleton. Somehow the idea of death is always there. No picture of Remington's is more characteristic than one he drew for Parkman's 'Oregon Trail,' of a half-starved coyote on the plains sniffing at a buffalo's skull on the ground. There is death in this skull, death in the wolf's emaciation and his hungry eye, death in the boundless thirsty wilderness that stretches away to a grim and empty infinity.

"All this was genius; for in such broad, simple ways does real genius operate in art. It may be that the special form of life which Remington oftenest depicted is a vanishing form; but its significances remain, and its spirit will animate the calmer and more commonplace life which succeeds the other. Remington had his tenderer and more sympathetic side; it is represented in his later Eastern landscapes. If we take him as a whole, we find him to have been surely one of the foremost of real American artists, if not their chief—a man whose work we may present as proof that out of the very heart of homely American life may spring painters who need no European training, . . . to make them great."

President Roosevelt regarded Remington "as one of the Americans who has done real work for this country." "It is no small thing for the nation," he said, "that such an artist and man of letters should arise to make permanent record of the most interesting features of our national life."

CHERISHING THE MINOR POET

A BRITISH critic admits that in most of the arts other than poetry his nation has been rather second rate, with distinction achieved only in rare and brief intervals. Now the fact must be faced that poetry, "the one art-form that really appealed to the Anglo-Saxon peoples," no longer appeals to them. Modern Britons have lost their taste for it, says Mr. Sidney Low in the London *Standard*. And the decline has been sudden, he points out; for forty years ago they "still had several poets who were the chiefs of our imaginative literature." There were not only Tennyson and Browning, but also Swinburne, Matthew Arnold, Dante Gabriel and Christina Rossetti, William Morris, and George Meredith. Now they are all gone and, says Mr. Low, "they have left no successors, not merely in achievement, but in influence and reputation." Lest one wonders at this statement Mr. Low goes on to qualify:

"Yet there is an abundance of admirable verse produced, which, in its technical quality at least, may challenge comparison with the best work of the Victorians. The names of Mr. William Watson, Mr. Stephen Phillips, Mr. Herbert Trench, Mr. Newbolt, Mr. Laurence Housman, Mrs. Shorter, Mr. W. B. Yeats, might be urged in disproof of the opinion that we live in an unpoetical age. But these poets, excellent as is their verse, do not catch the public ear. They write for a cultured and select circle, so select indeed that it does not enable them to make any profit, as a rule, by their writing in meter. There is one poet of my acquaintance—not among those just mentioned—whose verses have been very highly and justly eulogized by the best living critics. He told me that of one volume of his poems he sold exactly eight copies. And we know that John Davidson, one of the most original and powerful geniuses of our time, a true poet if ever there was one, was engaged in a constant struggle against poverty and neglect, which at length drove him to suicide. Mr. Kipling's verse has, indeed, attained a certain popularity, but mainly, I think, because of his appeal to patriotic emotion and the sentiment of action. Most of Mr. Kipling's readers, I believe, prefer him in prose, and have little conception how rich his verse is in merely technical and artistic qualities."

These reflections serve to preface some remarks Mr. Low makes about a new English magazine "which is making a spirited effort to revive the cult of verse, and 'to encourage and centralize the endeavors of those who hitherto have found no means of expression other than the production of their work in book form, a method,' it is justly added, 'often attended by prohibitive risk and expenditure.'" The magazine is called *The Thrush*. Mr. Low says of its initial number:

"I hope *The Thrush* will succeed in its task of combating 'the prevailing spirit of apathy in regard to poetry.' It begins rather well with a number of short lyrics, all of which reach a high standard of style and artistic effort, tho none is quite strong or original enough to suggest that any great unknown singer has here found an opportunity of making himself known to an unconscious world. More interesting than the verses I find the essay on 'Modern Poetry,' by Mr. Ford Madox Hueffer, who discusses this very question of the unpoetical character of our age. Mr. Hueffer is not inclined to despair. It is true, he says, we have no 'monumental figure' in the metrical art. But then, as he points out, we have hardly a monumental figure anywhere else, except here and there an old man or two, the survivors from the past. . . . The age, he says, is too complex and too crammed full of knowledge for the poet any longer to pretend to any special claim either of wisdom or learning. He can not sing of the eternal verities. 'To-day we produce not so much great lives as an infinite flicker of small vitalities.' All our modern life is a dance of midges. We know no one very well, but we come into contact with an infinite number of people; we stay nowhere very long, but we see many places. We have no time to think things out, but an infinite number of small things are presented for our cursory inspection. Hence such poetry as is possible is only 'minor' poetry, something that gives the impression of a personality, or reflects the passing mood of the moment. We can no longer suffer it to teach and preach."

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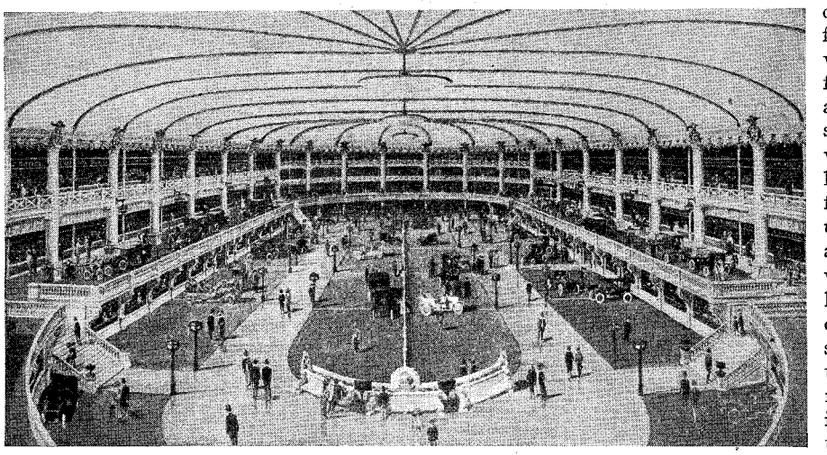
TWO SHOWS

ELSEWHERE in a picture will be seen the interior of the Madison Square Garden as prepared for one of the great motor-car shows of the new year, the other show having been held in the Grand Central Palace, during the week beginning January 1. The one in the Madison Square Garden begins on January 8. At the Grand Central Palace a notable feature of the exhibits was the foreign cars. The other cars were those not manufactured under the Selden patent.

In the decorations for the two shows particular care was taken. At the Madison Square Garden, in addition to work which can be understood from the picture, it may be explained that the girders of the great roof are screened by a fabric azure blue in color, of which 7,000 yards were employed. Incandescent lamps have been placed near the surface of this fabric in great numbers, so as to give an appearance of sky and stars. On the floor is used a woven fabric of light green intended to suggest, in a way, the effect of grass. Among the exhibits are racing trophies, large and small, of past years. Of these an interesting display is made at one point, thus giving the public the first opportunity to see notable ones assembled in a single place. Cups, placques, medallions, and emblems are among the trophies shown, each having its own descriptive label. A pamphlet is issued giving details of each trophy, its history, owners, etc.



GENERAL VIEW OF THE MAIN FLOOR AT THE AUTOMOBILE SHOW IN MADISON SQUARE GARDEN.

It was the fixt intention of the managers of the Grand Central Palace Show that no cars of a freakish nature should be shown. The purpose was to make this exhibition purely and simply one of motor vehicles of standard and recognized distinction. The display was found to be one of the most striking that had ever been seen. It demonstrated conspicuously the solid condition in which the motor-car industry is now maintained. A writer in the New York *Evening Post* notes that the opening of the show signalized an important date in automobile progress in that it marked the lapse of ten years since the first show was held. Ten years have also passed since the Automobile Club of America was organized, membership in this club now reaching 2,500 persons. Ten years ago the record for one mile was about two minutes and fifteen seconds, while it is now 28⅕ seconds. Ten years ago the record for a road race was twenty-six miles an hour, while to-day the average record in a road race is seventy-seven miles. The writer says further:

"Ten years ago automobiles were barred from using Central Park. Ten years ago there were only 27 makers of automobiles, while to-day there are 263. At that time there were not more than 2,500 cars in this country, while now there are 200,000.

"In 1900 a tour of 60 miles in a day was considered phenomenal, whereas now we have journeys of 300 miles in 24 hours.

"The estimated value of the production of motor-cars in 1900 was $1,290,000, while this year it will be close to $165,000,000.

"Such a thing as exporting an automobile in 1900 was unheard of, whereas this year our exports will amount to some $8,000,000 for 2,426 cars, and are still increasing.

"There are now more than 5,000 agencies of motor-cars in the United States, a large proportion of which are maintaining sales-rooms and garages, and employing from five to 150 people."

NOTABLE MOTOR FACTS OF THE PAST YEAR

The two auto exhibitions held in New York during the first and second weeks of January have called attention in many minds to the remarkable record in motoring which stands to the credit of 1909. A writer in *Motor* says that in this year there were "more sales, more production, and more contests of speed and endurance" than in any previous year. Progress of an exceptional kind was also made in the movement for good roads.

In this country it is estimated that 82,000 cars of the gasoline, steam, and electric types were manufactured. These cars represent an increase of about 27,000 cars over those made in 1908, or some 48 per cent. More cars were built and sold in this country than in all foreign countries combined. France produced only about 25,000 cars; England 20,000; Germany 7,000, and Italy 5,000. It is believed that there are now in use in this country upward of 200,000 cars, of which relatively only a small percentage are of foreign make. It is therefore reckoned that this country now possesses more than half the cars that exist in the world. Statistics further show that the export trade in American cars has notably increased. For the nine months ending in September, 1909, the value of our motor exportations amounted to $6,095,857 as against $4,346,298 for the same period last year. Here we have an increase of about $2,000,000 for the period of nine months. In the number of cars the exports were 2,429, which means 1,812 more than for the same months last year. The average export value per car this year is placed at $2,226.

Progress is also to be reported in the work of securing legislation affecting motorists and the public. New license laws and a remodeling of old laws are reported from many States, showing that a good work has become widely distributed. The idea of licensing operators still grows in favor. At present only twelve States require licenses, but thirty-eight States have laws affecting motor-vehicles. The States in which licenses are required include all those in New England and in addition Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, and Missouri. Eight States, one of which is New York, license professional chauffeurs only. Efforts are still under way to secure uniform national laws affecting tours and speed. Contemporary with this movement here is one in Europe for the adoption of uniform international regulations, in which nine countries have participated in conventions, the results being the adoption of rules that already simplify travel in the principal countries. The United States could not participate in that movement because of the absence of national motor-laws here.

The year's progress in good roads has been perhaps the best recorded for any year. This is especially true in the South where the condition of the public mind is declared to be an "awakening." The chief influences in promoting this condition have been the tour from New York to Atlanta over "the National Highway," and the automobile shows at Atlanta and Savannah. It is found that the amount appropriated in this country by various States for good roads last year reaches a total of $1,720,539,000, of which the South contributed $73,000,000. This expenditure has involved the improvement of nearly 2,000,000 miles of road.

The tours and endurance contests of the year make up a long list. Pittsburg, Detroit, Philadelphia, Atlanta, Indianapolis, and Wilkes-Barre have been the scenes of notable contests. Among the tours are the Glidden from Detroit to Denver and Kansas City; one from Washington to Boston; one from New York to Atlanta; and one from Denver to Mexico City.

Last of all, and perhaps most important in its influence on the motor industry, was the year 1909 notable for the de-

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cision in the Selden-patent suit. It ended the most famous case in motor-car history, and one of the most famous in patent negotiations. The contest in court had extended over six years. The decision which upheld the validity of the patent has already had vital influence on the future of the motor-car industry.

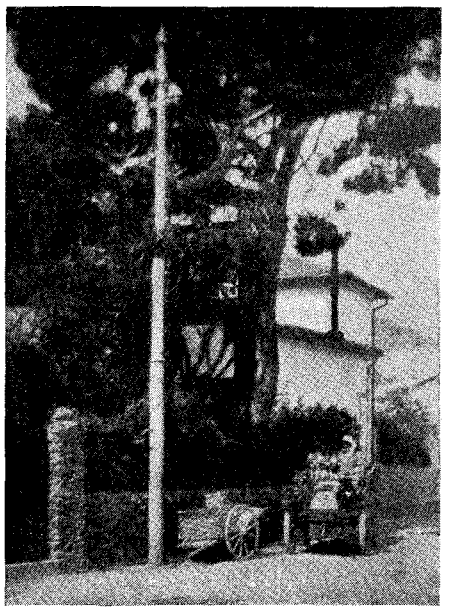
CHANGES IN THE NEW YEAR'S CARS

Charles E. Duryea, who is closely identified with the automobile industry, has contributed to the New York *Times* an article on changes which the public will find in cars this year. He notes as one fact of importance that the manufacturers, instead of striving now "to get the product down to the market, as seemed necessary a year ago," owing to the change in the market, are aiming to push up the product "both in quality and in price." Formerly many makers were looking with favorable eyes on the motor buggy as a vehicle needed to meet a lowering market, but they have abandoned that notion, and "are marketing instead the conventional automobile." Even the farmer, owing to the high price of grain, cotton, and beef, wants something better than a buggy—in fact, he is "looking for service, style, and luxury, and everything best in motor-car construction." Wherever one looks, Mr. Duryea finds "an upward swing to the pendulum."

One of the results of the economizing period, now just past, has been to teach makers and buyers alike the value of lightness of weight as effecting a reduction in the cost of tires and maintenance. Perhaps the most notable change has been the lengthening of the wheel-base. Mr. Duryea names several touring-cars having wheel-bases of 110, 112, 115, 125 and, in one case, 134 inches, the increase in each case being from five to twelve inches. Accompanying this lengthening of base has been a shortening of the motor through the use of lighter construction and a cylinder cast as a separate piece. Less room, therefore, is required for the bonnet and more is left for the passengers. In some cases the bodies have been lengthened and thus more leg-room has been provided. In others, the rear seats have been brought forward, to a place where riding becomes easier. In others the extra space has been employed for hooded dashes extending backward over the driver's feet and legs, protecting him from wind and weather. Increased length has also made possible the use of longer springs; these improve the riding qualities of the car.

From "The Car" (London).

POSSIBLE ADVANTAGES OF MOTORING WITH A SUFFRAGETTE.



THE HOME OF MR. AND MRS WILLIAMSON,

The English authors of "The Lightning Conductor" and other stories of motoring.

Another sign of the times is the use of larger wheels. Among cars now ready for the market there is one which has a forty-inch wheel, and another a forty-two inch wheel, but these are exceptions. Most changes have been from about thirty-two to thirty-four or thirty-six inches. Larger wheels, as well as lighter weights, mean much when roads are bad, but they have their value on good roads as well.

Similar statements are made in an article which T. G. Macfie contributes to *Country Life in America*. Mr. Macfie notes the increase in the number of machines manufactured, the decline in importations, the standardization of cars, the tendency toward uniform automobile laws, and the growth of good roads. He asserts that never in the history of the industry, and perhaps never in the history of the country, "has there been such a strong, concerted, and yet wide-spread, movement for the betterment of our national highways." What is best about this good-roads movement is that the farmer everywhere is united with the automobilists in the struggle for improved conditions. In Congress this year will be introduced a bill appropriating $50,000,000 for national roads. What seems to be equally important is the proposed national State registration law. Should it become enacted, such a law would do away with many of the troubles of a touring motorist, since by first filing an application in his own home State, and then in the proposed international bureau, a motorist would be able "to travel where he wishes, protected as if by a pass." A bill, having such a law in view, will be drafted this month and submitted to Congress at an early date. Mr. Macfie makes an attempt to estimate the output of cars in this country next year. From "fairly reliable sources" he believes that "a reasonably accurate and conservative figure" would be 135,000.

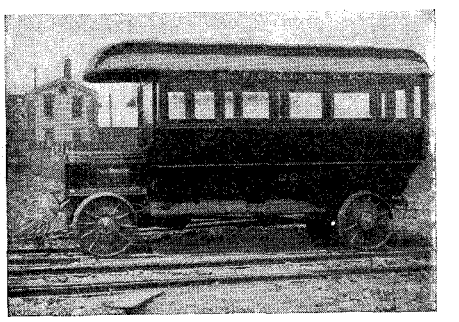
EXCESSIVE SPEED IN CITIES

Annoyed by recent statements as to excessive speed by motorists in large towns, and by allegations as to the failure of policemen and courts to make arrests and inflict adequate punishment, a prominent motorist of New York has made some interesting statements to a reporter from the New York *Evening Post*. He says he has driven his car within the past three years more than 50,000 miles, of which many thousands were within the limits of the city. He declares that he has rarely seen in the city a car running at a speed of thirty miles an hour, and doubts if others have done so, altho this speed is often named by those who criticize the methods of motorists. The usual speed of a car on Fifth Avenue, and similar thoroughfares, is seldom more than from fourteen to seventeen miles an hour. In the suburbs the speed will average not more than from sixteen to nineteen miles per hour.

He believes that few automobilists ever exceed twenty miles an hour within the city limits without being arrested. The police he declares to be an efficient body of men in this matter. They are observant and active, and once an arrest has been made it is very seldom that a driver escapes punishment. More than 60,000 cars are now registered in New York City, and yet "the percentage of accidents and of reckless driving is comparatively small."

The assertion is sometimes made that larger bail should be imposed by judges, some contentions being that the amount should reach $500 or even $1,000, when chauffeurs are arrested. This is declared to be unreasonable. Those who make such requests are "ignorant of the fact that the function of bail is not punishment, but to secure the attendance at court of the person arrested, when his case comes on for trial." Several magistrates have told this motorist that they never knew of a case where a man had

(*Continued on page* 66)



STEAM-AUTOMOBILE STREET-RAILWAY,

Recently started between New Orleans and Mandsville, La., sixteen miles long.

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How can you expect comfort in an automobile that is rigid in construction?

The first thing to be sure of when you select an automobile is comfort.

Look to the springs. If you do not know what is what in springs go to a good carriage man. Study the proposition yourself. You will find that semi-elliptic or other form of springs cannot possibly equal full-elliptic springs. Automobile manufacturers using them do not claim that they do. They use them because their plan of construction will not permit full-elliptic springs.

Comfort does not stop with springs, although the springs are the main element. There must be flexibility, not rigidity. You know how rigid and hard-riding the lumber wagon is. You would not think of such rigid construction for a carriage. Why accept it in an automobile?

The Franklin, like the finest carriage, is flexible and easy. It has four full-elliptic springs and a wood chassis frame, the only means by which full comfort can be secured.

After comfort the first best investment in an automobile is reliable tire equipment.

There is no tire problem with the Franklin. You have no tire worry; you do not have to carry extra tires nor encumber your automobile with extra attachments and quick-removable devices.

We make the tire question a straight engineering proposition. We are not afraid, because of cost or any other reason, to do it right. We put tires on that are large enough and strong enough, with margin to spare, to do the work. Such tire equipment costs us more, but the ultimate cost, the cost of using, is less to the purchaser.

Compare the sizes of tires on 1910 Franklins with the sizes of tires on other 1910 automobiles.

Reliable tire equipment pays a big dividend every day in the year. The ordinary tire equipment draws on your capital all the time. It may give you value received in rubber at so much per pound, but not in service. Figure it out yourself. Four-inch tires on a 2000-pound automobile are worth twice as much and last twice as long as the same four-inch tires on a 3000-pound automobile. The reason is that every five per cent increase in weight in an automobile adds fifteen per cent to the wear and tear on the tires. Therefore, the average water-cooled automobile with its rigid construction and extra weight due to water-cooling apparatus, weighing as it does a third more than the Franklin, wears out tires just twice as fast.

Is water cooling crude and out of date?

Comfort comes first, but with the scientific construction necessary for easy riding you want scientific motive power—something simple and which is reliable all the time.

The Franklin air-cooled engine is without a rival. Its cooling system is as perfect as it is simple. In comparison water cooling is crude and out of date. No one has ever been satisfied with it. It has been used for want of something better. But you may not be convinced; in that case examine a Franklin engine and a water-cooled engine side by side, and then put both to work on the road, on bad hills or in deep mud. You cannot overheat the Franklin; you can overheat the other.

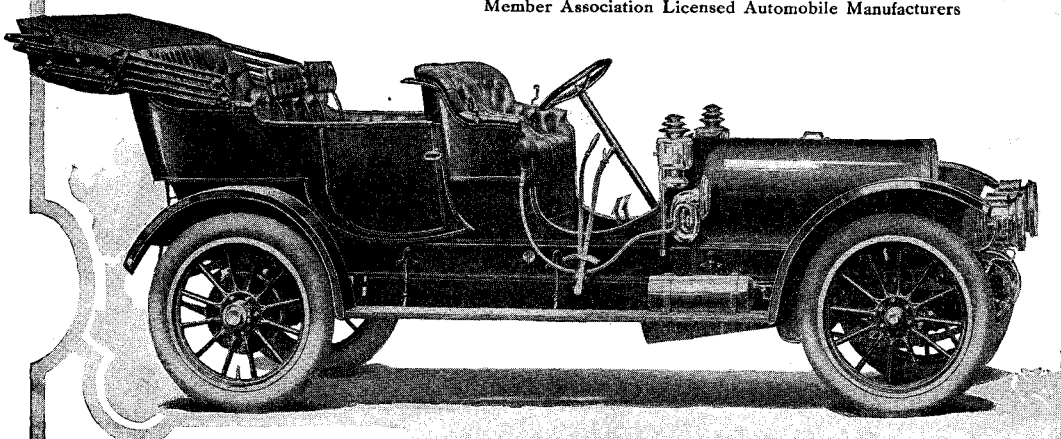
Franklin air cooling has none of the mechanical working parts of the water system, none of its complication, weight, freezing troubles and liability to get out of order. Franklin air cooling simplifies and lightens the whole automobile. It performs its functions under all conditions. Each cylinder is completely enveloped in a column of rapidly moving air. Fresh air passes over every part of each cylinder, cooling the engine better than is possible with any water-cooling contrivance.

The Franklin new cooling system is the biggest automobile invention of the time.

Franklins are made in three chassis sizes, four- and six-cylinder, with twelve different body styles. The Franklin six-cylinder automobile, Model H, is the lightest-weight high-powered automobile made. The main advantage of a six-cylinder engine is to obtain an increase in power beyond the increase in weight. In Model H the increase in power is thirty per cent greater than the increase in weight. It is the only six-cylinder automobile which obtains the full advantage of the six-cylinder design.

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Member Association Licensed Automobile Manufacturers



Regardless of what automobile you own or favor, our special edition catalogue de luxe, probably the handsomest automobile book ever made, will interest you. It is sent only on request. Write for it.

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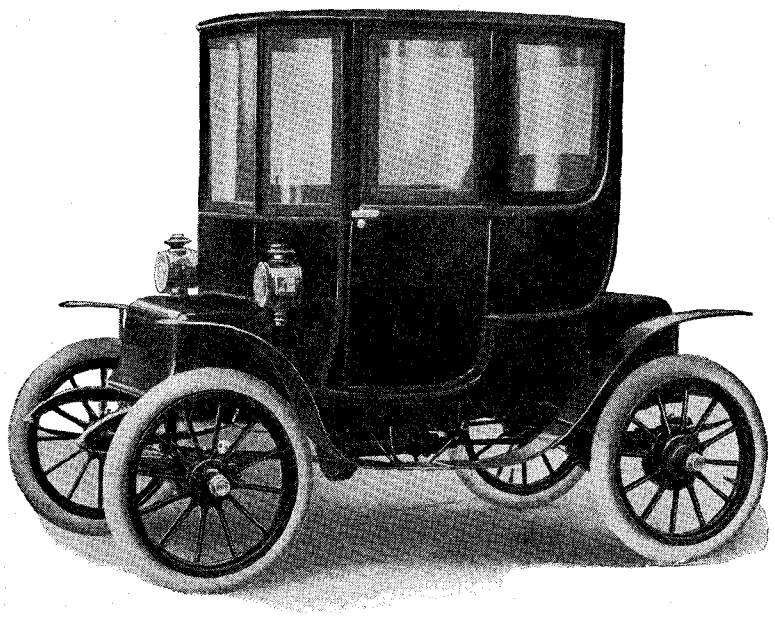
Baker Electrics

The Aristocrats of Motordom



The Only Complete Line of Shaft Driven Electrics

THE announcement of the new Bevel Gear Shaft Drive Baker Electrics has proved the sensation of the year—yet bevel gear shaft drive is only one of the many good features which have put the Baker Electric in a class by itself. The progressiveness shown by the development and adoption of this new drive is equally apparent in every detail of every Baker model.

The longer wheel base, new spring suspension, centered wheel bearings, non-sparking motor, continuous torque controller and cushioned steering connections, are all **exclusive** Baker improvements, and they **all** help to make the Baker Electric the smartest and most serviceable motor car ever built.

Every Baker Electric, from the dignified four-passenger Coupe to the racy Runabout, represents the highest attained degree of silence, safety, elegance and dependability.

The Baker Electric, with its superior speed and mileage capacity, instant readiness for use and economy of maintenance, is the ideal car for city and suburban use.

Write for our Handsome Catalog, which describes the new Models and their many exclusive improvements

The BAKER MOTOR VEHICLE CO.

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THE OLDEST AND LARGEST MANUFACTURERS OF ELECTRIC MOTOR CARS IN THE WORLD

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50 ENGRAVED CARDS OF YOUR NAME $1.00

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SOCIAL STATIONERS **HOSKINS** PHILA.

912 CHESTNUT ST.

"Some lives are like Horse shoes the more worn the brighter." Busy wives who use SAPOLIO never seem to grow old. Try a cake...

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page 64*)

been arrested for violation of the automobile laws, who failed to appear in court when required, even tho his bail was small.

A CENTER OF INDUSTRY

The prosperity of the past year in motor industries has been felt nowhere more than in Detroit, which has long been coming more and more to the front as the great center of manufacturing. Paul H. Bruske says that in that city "wealth, prosperity, and population have increased by leaps and bounds" and no one denies that the credit for this growth is due to one industry—the making of motor-cars. In 1909 the factories of that city produced in the aggregate a total of 42,500 cars, which was much more than double the output for 1908, the figures then having been 17,151. The writer adds that the entire Detroit output "was sold long before the factories had ceased the production of the 1909 models," and had taken up the building of cars for 1910. Estimates are that, if the factories had been able to put out twice as many cars last year, they would have still been able to dispose of them all. In Detroit are made all kinds of cars, from the high-power touring-car to the light runabout.

The result of last year's business has led to extensive preparations for an increased output during the new year. New factories have been built by old companies, and new firms have been incorporated. One of the new factories is declared to be the largest in existence devoted to the making of cars. Its floor area comprises 100 acres. The number of cars which will go out of Detroit in 1910 is said to be "limited solely by the ability of manufacturers of parts," since shortage may come from a lack of wheels, or of cranks, or bodies. Some estimates of the output have gone above 100,000 cars; one reached 140,000. The present facilities, it is believed, are quite capable of turning out at least 125,000. Of the new factories organized in 1909, five are now at work on their new models. One of the older companies, having but one model, altho putting out a variety of bodies, manufactured last year 17,500 cars, and sold them all. Its facilities have since been enlarged and the prediction is now made that it will produce in 1910, 25,000 cars. Another company contemplates putting out 25,000 light runabouts.

MOTOR-CARS AND THE DRIFT OF POPULATION

A writer in *The Car*, of London, discussing the influence which the motor-car is having on town and country life, says he believes that the use of the privately owned car "will increase much more rapidly in the country than in London." His chief reason for this conclusion is that the taxicab of the city "will supply almost all reasonable needs, as regards the majority

Superior to Lemonade

HORSFORD'S ACID PHOSPHATE.

A teaspoonful added to a glass of cold water, with sugar, makes a delicious summer drink.

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of private persons." Moreover, the motor-bus provides for the needs of many more, and hence "there is already noted small need for the private motor in London, since locomotion of all kinds and qualities is, or will be, available." The difference in cost alone between hiring and owning "will gradually extinguish privately owned motor-cars in town."

Conditions in the country are very different. Competition there between the public and private car "is practically impossible." In a sense not prevailing in the city, the motor-car will become more and more a necessity in the country, since it disperses so much of the dreariness, enforced solitude, and narrow social life of the country. With a good car, life in country districts means a widening of one's circle of friends and "the quickening of an uneventful and dreary life into a more cheerful one."

The writer predicts confidently that the private motor-car will become "a more precious possession and a more popular and more used vehicle in the country than in town." In towns its chief function will be its value to the hard-worked town dweller, who will "use it increasingly for week-ending in the country, or for day-trips from urban scenes." But such men will tend more and more to live farther away from town so that the true suburbs of cities "will become more distant and so be twenty, thirty, and even fifty miles away." Moreover, owners will live farther from the railway stations at which they take steam-cars for the city. It will not matter to them if they live five miles from a station, provided they own cars. That would be the same thing as if they lived only half a mile and had to walk.

The writer declares that we are now living "too close to the peaceful revolution in social habits which the motor is bringing about," and hence can not appreciate the great changes that are taking place. That they are going on with increasing force every intelligent railway-manager, house-agent, and property-owner realizes. He believes that "the town system of living has seen its zenith," and that, in the coming years, "the country will have its turn," the motor-car being the cause.

Before Purchasing an Automobile Top

remember that the covering material is all-important. Get a sample of the cloth-on-both-sides variety ("mohair," etc.), soil it with grease, and see the impossibility of cleaning it. Expose it to the sun, and see if it fades, or the rubber interlining rots. Then get GENUINE

Pantasote

LEATHER, the material of uniform quality, indorsed and used by the leading makers of high-grade cars, because it is durable, easily cleaned, and absolutely non-fading. Then congratulate yourself for having avoided dissatisfaction.

Send postal for booklet on top materials, and sample with which to compare when buying, and prevent substitution.

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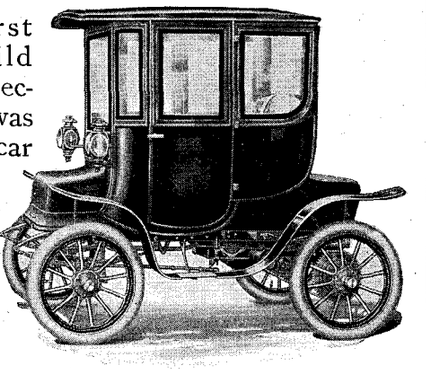
The Car of Refinement



When we first planned to build Rauch & Lang Electrics, the policy was to build the best car on the market regardless of its cost to the buyer.

And we've held to this rule ever since; yet the prices we ask are no more than some cars of lesser grade cost.

Each individual body represents 3 months' work of a master carriage craftsman. We have made carriages for over 57 years in Cleveland.

We build for particular people. Our Electric is perfection mechanically.

Safe for Women and Children

Any woman can run the car safely.

All the power and a strong brake are controlled through one simple lever.

The car can't possibly start 'til this lever is first in the neutral position. Yet all power can be shut off instantly with the lever in any position. The car is accident-proof.

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In fact there isn't a car made to compare with the Rauch & Lang.

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The Rauch & Lang Carriage Co.
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Please send your catalog and name of your local agent.

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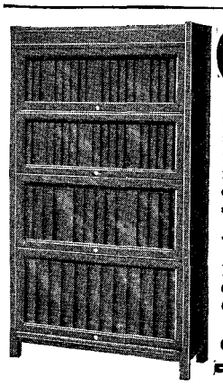
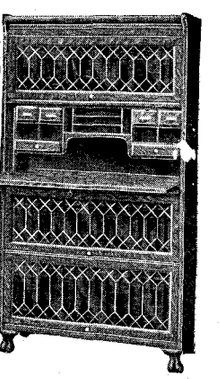


GUNN Sectional Bookcases



have many features that will interest you. Handsome and solid in appearance with no disfiguring iron bands to hold the sections together; glass doors (roller bearing, non-binding) easily removable for cleaning without taking down the entire stack.

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Our free catalogue B proves this and will please you. It quotes our attractive low prices, shows latest Sanitary Clawfoot, Mission, and Standard styles—all high grade Grand Rapids quality in finish and workmanship.

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Why Not a Profitable Retail Business of Your Own?

I know of many places where new stores are needed—and I will tell you about a retail line which will pay handsome profits on small investment—a line sure to lead to the general or department store. No charge for my services. Write to-day for particulars and booklet.

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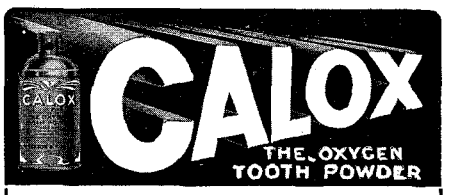

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LONDON'S RECENT SHOW

Reports of the recent motor-exhibition in London are in accord as to its having surpassed all previous ones. Walter C. White explains that this was in part due to the fact that no shows were held this year in Paris and Berlin. Hence the show in Olympia Palace "had no competition as the great international exhibit of the leading makes of the world." More automobiles were shown in Olympia, he says, than have "ever before been brought together in a single exhibition." There were 597 complete cars and chassis shown, against 575 at the 1908 Paris show and 381 at the last Chicago show. In past years, some of the continental makers have not exhibited their products in London, and, on the other hand, some of the English makers did not take their machines to Paris, with the result that one really had to see both shows in order to see everything. This year at Olympia, however, "the world's greatest cars were all shown on one floor under one roof." Thus "unequaled opportunities were afforded the critical visitor to study the latest tendencies in motor-car construction."

Mr. White adds that "the car of moderate size, moderate power, and moderate price was supreme." The leading car of almost every exhibitor was of that type. He says further:

"As regards details of construction there was, of course, the widest possible divergence, just as there is at any show, owing to the fact that different makers 'stand pat' at different points along the path of progress. But as soon as the visitor to Olympia limited his study only to the cars of world-wide reputation which from year to year practically set the pace in design, the resemblance was so startling as to demonstrate that the leading designers, in their striving for the ideal car, have all been led by the logic of the situation toward a certain standard.

"The block engine construction—the casting of the four cylinders in one piece—has been adopted by every foreign maker who has brought out a newly designed car in the last two years, and the same applies to the long-stroke engine, as the advantage of these features have been thoroughly demonstrated. With the adoption of the block engine, there is a well-defined tendency to simplify the engine by reducing the amount of piping, wiring, and other outside appurtenances. Those makers who have made the most progress along these lines have eliminated all external manifolds and have included the intake and exhaust passages within the engine-casting. By this construction they have gained the further important advantage of heating the intake gases and water-cooling the exhaust gases, thus making a great stride forward in economy of fuel, besides increasing the amount of power obtainable from a cylinder of a given size. As regards ignition, the majority of the leading makers depend entirely upon the magneto. Another feature which has become practically standard construction is the use of a four-speed transmission in the high-grade car of moderate power."

As to business conditions Mr. White says the English industry "is recovering from the depression of a year or two ago and has settled down to a stable basis." He visited a number of factories and found that "most of the well-established makers were prospering, but there has been a

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great weeding-out of the concerns which were launched during the boom times without adequate resources to do business and to look after their customers except in boom times."

ON BUYING A CAR

Joseph Tracy has written an article (apparently for syndicate publication) in which he discusses this ever-fresh topic in the light of present types of cars. He says one no longer meets the elderly and prosperous man who declares that, before selling his horses and buying cars, he intends to wait until the motor-car makers cease to announce new models. Cars have been so thoroughly standardized that the yearly changes amount to little more than refinements in the model. The public has reached the point where it will find that, at one and the same time, "values have advanced and prices have decreased." By this apparent paradox is meant that, while cars may be obtained at lower prices, their value is really greater, because of the superiority in the manufacture. Mr. Tracy says he recently purchased a car for $1,500, and that it is "a far better car, faster, more reliable, and more serviceable, than machines which sold for upward of $5,000 a few years ago." He proceeds to give certain points which ought to be observed by the novice who is about to purchase his first car, with a limit in his expenditure of from one to two thousand dollars:

"The point which occurs to me first as being the most important is naturally the running-gear, and in particular the steering mechanism, because upon these depend the safety of the car and its occupants. It will be noticed on high-grade cars, both domestic and foreign, that the design and construction of these parts have received particular attention. The jaws and pins of the steering-gear are of liberal dimensions and are large and heavy enough to insure that they will not crystallize under the strain of use and the constant vibration to which they are subject when the car is in motion. The pins and other fastenings which hold together the various parts of the steering-mechanism should be so designed and fitted that it will be impossible for them to work loose in such a manner as to disconnect the various parts which combine and form the steering-gear.

"The wheel bearings and their fastenings, particularly those on the front wheels, should be of the very best.

"Next in importance is the brake system and its mechanism. The service brake, popularly known as the foot-brake, which is used in ordinary running, should be so designed that a fairly light pressure on the pedal will be sufficient to 'lock' the rear wheels, altho the car can be brought to a standstill from speed in a much shorter time if the brakes are applied in such a manner as to allow the wheels to rotate very slowly and not lock them.

"Another important point which is seldom considered until the car has been in use for some time is the provision of a suitable compartment for the carrying of oils, grease, tools, and extra parts. Some cars, especially those of the runabout type, are most unsatisfactory from this point of view."

PROFITS

IN a recent number of THE LITERARY DIGEST we told of an extraordinary opportunity for money-making—a plan by which a big American company, a leader in an industry in which the profits are unusually large, was giving *direct to private investors* a chance for exceptional profits, such as are usually absorbed only by bankers and large interests.

¶ The response has been so great that the offer will soon be withdrawn. The plan was a splendid success. Within a short time $200,000 has been subscribed.

¶ Such opportunities for profit-making are almost unheard of. Business men in all parts of America and even abroad lost no time in taking advantage of our announcement.

¶ This extraordinary offer was made by the Racine Boat Manufacturing Company, which is one of the foremost ship and boat building companies in America. Its big plant at Muskegon, Michigan (moved some time ago from Racine, Wisconsin), has a capacity of 4000 boats and vessels a year. Its name is known and its boats are sailing on all the waters of the world. Many prominent men are owners of Racine yachts.

¶ *The company's plant has been working night and day and has not been able to turn out more than* 50 *per cent. of the work that has been offered.*

¶ The Racine Company has just had a large increase in business from the United States Government, its most prominent customer, and there is now the special opportunity for important additional Government contracts. More capital is desirable for this large additional work.

¶ As a part of its plans for the necessary extension of its capacity the Racine Company gives this opportunity for you to share, on an unusual basis, in all the greater profits which the company will make.

¶ The investment has unusual stability. It is backed by ample assets of great value. Ours is a large, established and thriving enterprise. And in addition to the *high fixed income paid at once*, this opportunity is extraordinary because of the profit-sharing arrangement by which you may share in all the profits of the company—*its important Government work*—and its other profitable and increasing business.

¶ This exceptional opportunity for money-makers is clearly described in an illustrated book, "The Racine Profit-Sharing Plan."

¶ If you have $50, $100 or $1000 which you would like to invest with assured safety *providing a large income immediately*, with the *assurance of still greater profits*, you should cut off the corner coupon and mail it at once. You will find the booklet intensely interesting. But you must send for it *immediately*, as the offer will be open only a short while.

L. D. 1-8-10

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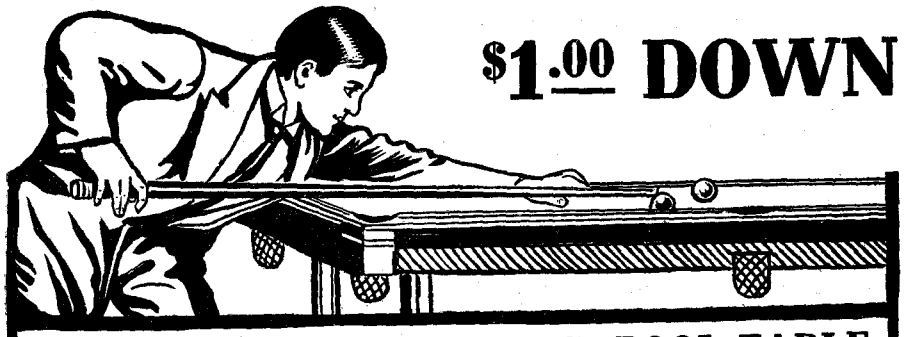
at a function or reception—
But oh! what they missed
in their lack of all
conception of a food so good as

Uneeda Biscuit

The Soda Cracker that makes
our days the best of days.

NATIONAL BISCUIT COMPANY



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$1 down puts into your home any Table worth from $6 to $15. $2 a month pays balance. Higher priced Tables on correspondingly easy terms. We supply all cues, balls, etc., free.

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NO RED TAPE—On receipt of first instalment we will ship table. Play on it one week. If unsatisfactory return it, and we will refund money. Write to-day for catalogue.

The E. T. Burrowes Co., 715 Center St., Portland, Me.

CURRENT POETRY

Mr. Israel Zangwill has turned preacher-dramatist and in "The Melting Pot," now playing in New York, he takes occasion to work out his latest theory concerning the Jews of America. He insists that his people shall break with the past, conquer their clannish pride, and merge their future and their interests with the interests and the future of America. The first dim foreshadowing of this theory—the germ-idea—may be found in a poem by Mr. Zangwill that appeared in the "Blind Children."

Moses and Jesus

BY ISRAEL ZANGWILL

Methought on two Jews meeting I did chance—
One old, stern-eyed, deep-browed; yet garlanded
With living light of love around his head;
The other young, with sweet seraphic glance.
Round them went on the Town's Satanic dance,
Hunger a-piping while at heart he bled.
Salom Aleikhem mournfully each said,
Nor eyed the other straight, but looked askance.

Sudden from Church outrolled an organ hymn,
From Synagog a loudly chanted air,
Each with its Prophet's high acclaim instinct.
Then for the first time met their eyes swift-linked
In one strange, silent, piteous gaze, and dim
With bitter tears of agonized despair.

We quote below a few brave lines by the late Father Tabb, written after his long-threatened blindness had become a fact.

"Going Blind"

BY FATHER TABB

Back to the primal gloom
Where life began,
As to my mother's womb,
Must I, a man,
Return:
Not to be born again,
But to remain;
And in the School of Darkness learn
What mean
"The things unseen."

This pleasant "wood song for a child" is taken from *The Saturday Review*.

A Wood Song for a Child

BY RALPH HODGSON

Now one and all, you Roses,
Wake up, you lie too long!
This very morning closes
The Nightingale his song;

Each from its olive chamber
His babies every one
This very morning clamber
Into the shining sun.

You Slug-a-beds and Simples,
Why will you so delay?
Dears, doff your olive wimples
And listen while you may.

FLEISCHMANN'S COMPRESSED YEAST HAS NO EQUAL

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PERSONAL GLIMPSES

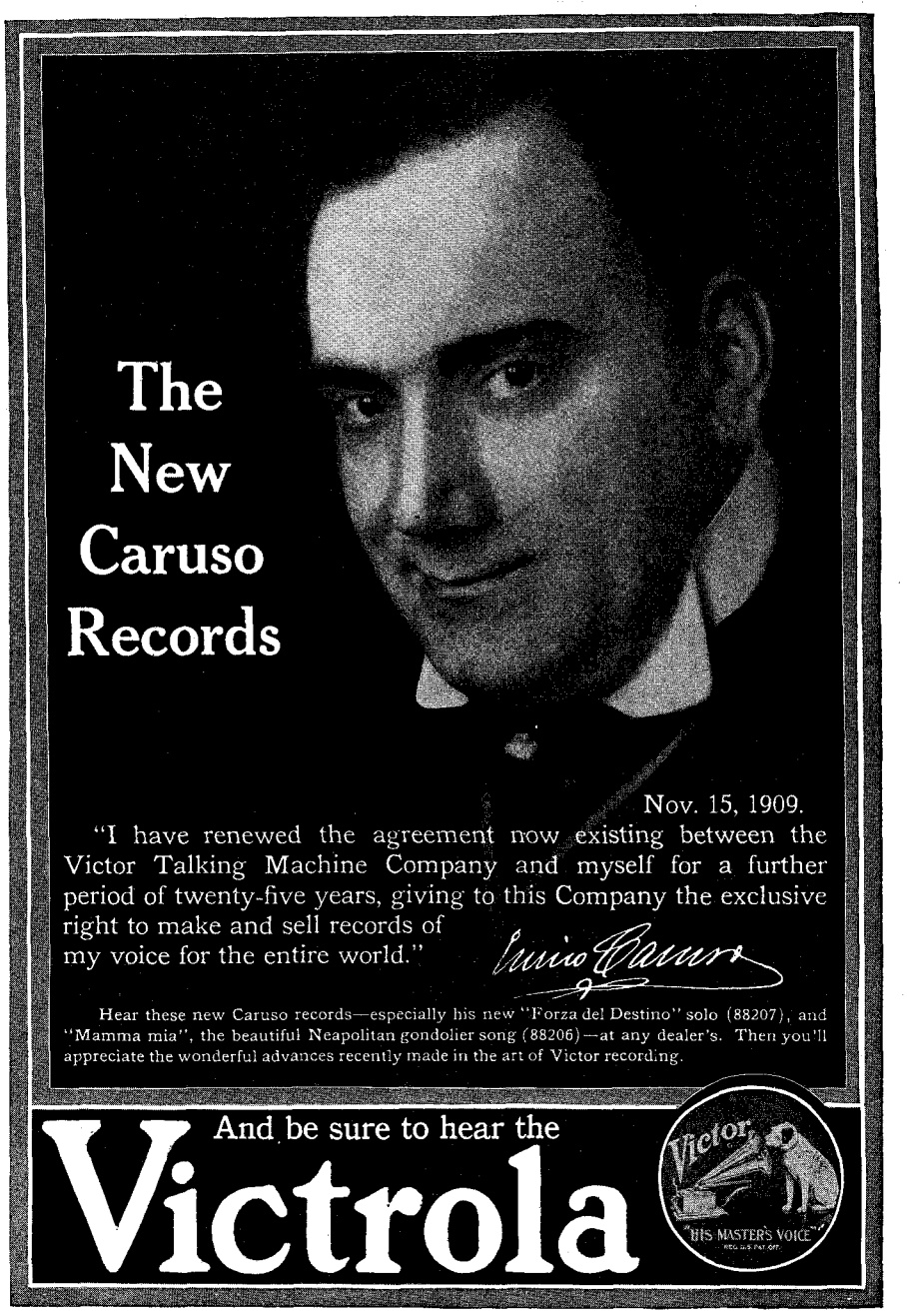
THE LION THAT WALKETH BY NIGHT

On June 2, Mr. A. Radclyffe Dugmore arrived at Nairobi, bringing to a close an enjoyable, interesting, and exciting four months spent in hunting, tramping, and photographing in East Africa. At a place called Kamite, he tells us in the final article of the series he has written for *Collier's Weekly*, he found a dead buffalo, "which had evidently died very recently." This animal had been shot a few days before by ex-President Roosevelt, but being only wounded had gone into the dense papyrus, where it was practically impossible to follow it. Mr. Dugmore took the buffalo's head and forwarded it to Mr. Roosevelt, "much to his delight, as the idea of having lost a wounded animal would have been a source of keen regret to such an ardent sportsman as he is." In this article we read of an experience with lions in which the lordly king of beasts is a midnight prowler, glutting himself on a dead carcass, while the Nimrod is armed with a camera and flashlight instead of a breech-loading rifle. A partly-eaten hartebeest had been found, and as this would probably attract lions during the night, there would be an opportunity to take some photographs. A boma, or brier shelter, was accordingly built ten yards from the kill. Having arranged three cameras outside this boma and having two others in reserve within, the party settled themselves for a night's watching. Then, Mr. Dugmore tells us:

Darkness had scarcely set in before we heard a very slight rustle in the grass a few yards away. We strained our eyes in the direction, and very soon made out the light, shadowy form of a lion. Presently another appeared on the other side, and then another. Three lions were really more than we had bargained for, and having them all within about fourteen yards of us was, to say the least, exciting. Fearing that they would carry away the kill and so put an end to our opportunities, I turned on a small electric light and found, to my disgust, that only one—a lioness—was in the field covered by the cameras; her eyes shone out from the darkness as the light was pointed at her. However, there was nothing to do but get the photograph of the one which was within range. I pressed the electric button, off went the flash, and, with a shocking amount of growling, so did the three lions. Expecting them to return pretty soon, we immediately went out of our shelter, and with hands trembling in excitement and eyes attempting to pierce the bewildering darkness, which seemed all the more intense after the brilliant flash, I refilled the flash-lamp, changed the plates, and made everything ready for our next visitors. Then, with that feeling of unspeakable relief which I always experienced when safely out of the way of any badly-dispositioned lion, I crawled into the little boma and settled down to wait.

About two hours passed before anything else occurred, then the light tread of an animal reached my ears. The chances were entirely in favor of its being a lion, so I watched in breathless suspense. Gently touching my sleeping companion and whispering the word "lion!" it was not long before I made out the indistinct form coming down the bank. It came slowly, hesitating frequently, and when it seemed close to the kill I set off the flash, and secured two more photographs. The disagreeable task of resetting the cameras and flash had to be done, and the quicker the better, in order to be back before the lioness had entirely recovered from her surprise. I need scarcely say that I wasted no time while outside, and was soon ensconced once more in the flimsy shelter. That any more lions would come seemed hardly probable. Continued roars, however, kept me on the *qui vive*, and at two o'clock I had the pleasure of hearing and seeing three more of the big creatures prowling in the grass at the back of the hill.

For about an hour they kept us in a terrible state of suspense. A fourth one in the mean while came up behind us, which did not add a fraction to the comfort of the situation. At one time I do not think the latter was more than two or three yards away, and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Enrico Caruso
Hear these new Caruso records—especially his new "Forza del Destino" solo (88207), and "Mamma mia", the beautiful Neapolitan gondolier song (88206)—at any dealer's. Then you'll appreciate the wonderful advances recently made in the art of Victor recording.
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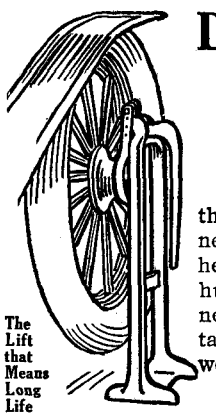
To get best results, use only Victor Needles on Victor Records.
New Victor Records are on sale at all dealers on the 28th of each month



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For your automobile this winter—don't fail to get

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They take the great weight of the car off the tires—keeps them free from the greasy garage floor and puts an end to needless tire expense. Takes only a few seconds to elevate heaviest car. Only two operations. Slip padded loop over hub and push down lever. Any child can do it. Takes neither strength, time nor trouble. Does away with hard task of blocking up your car, when not in use for a week or two.

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DO NOT BUY *a bicycle or a pair of tires from anyone at any price* until you receive our latest art catalogs illustrating every kind of bicycle, and have learned our *unheard of prices and marvelous new offers.*

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Test Your Mouth for Acid

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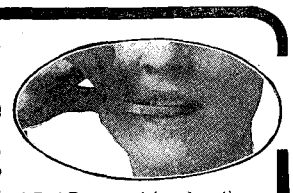
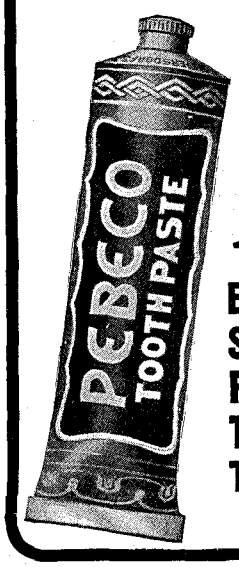


A Test Paper moistened on the tongue will dry out a pinkish color if the mouth is acid.



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we were entertained with the thought that they might at any moment combine in an attack on us. It seemed as tho these lions would never make up their minds whether or not to come to the kill. They moved about slowly through the grass, growling gently all the time, but always keeping out of range of the flash. At last, after what seemed hours, one ventured down the bank, dimly visible. We turned on the electric light and had the pleasure of seeing a fine lioness crouching down at the kill. I immediately prest the button and caught three of the best photographs we made on that eventful night. This time the lions went off with more deliberation than usual, snarling their disapproval as they went. With a feeling closely akin to dread I crawled out with my companion, each of us armed with lamp and rifle, and after a very careful scrutiny of the surroundings, reloaded the cameras and flashlight, and returned to the boma, wondering whether this night of excitement had anything more in store for us. An hour and a half later two more lions came. It seemed as tho lions must be as thick as flies. But these two objected to being photographed; they were much excited and evidently suspected some sort of trap. Back and forth they went, snarling all the while, but, like the three that had come before, they kept just out of range of the camera and the flashlight. Suddenly with a terrible growl they rushed down the grassy bank. Of course we thought we were in for trouble, and my companion was ready with a .45 rifle, while I grabbed the heavy revolver, expecting a hand-to-hand conflict, so to speak. To our supreme relief the two angry brutes turned and went up the gully, evidently not wishing to come in close contact with us. Nothing more occurred before dawn.

The next night we tried a new boma, with a hartebeest for bait. Until shortly after midnight nothing occurred, then the crunching of bones broke the silence. I had heard nothing coming, and owing to the intense darkness nothing was visible.

I prest the electric button; the flash did not go off. The noise of the shutters opening and closing frightened away our visitor. It proved to be a lion. After waiting several minutes for the growling to cease, we went out, as I was anxious to learn what had gone wrong with the flash device. Before examining it, however, I glanced round with the little electric lamp and experienced the very questionable pleasure of seeing a pair of eyes gleaming out of the darkness about sixty feet away. I found and corrected the cause of the flashlight failure, and with, I think, pardonable haste hurried into the boma. No sooner had we put out the lights than two lions began to express their opinions of us with roars that were anything but reassuring. For two hours they sang their blood-curdling duet, but we saw nothing of them, and the night ended with no further excitement.

THE INVENTOR OF THE "MONITOR" TURRET

THE death of Theodore Ruggles Timby at the age of ninety-one raises a discussion in the columns of the New York *Sun*, of his claim to be "the inventor of the revolving turret which helped to make so much history one March morning in Hampton Roads." Doctor Timby's claims for recognition in place of John Ericsson, "altho never officially recognized by the Government, received the backing of many authorities." The idea of a revolving turret, we are told, was suggested to him "by seeing the old circular fort on Governors Island while crossing the ferry to New Jersey."

He was then nineteen years old. The germ of an idea born of seeing the old fort grew into a plan for "an iron circular structure, made to revolve on a vertical center, which would make all of its guns available at any desired point on the horizon." He at once made a simple drawing of a revolving battery and carried it to Washington.

On January 18, 1843, Doctor Timby filed a caveat in the Patent Office for his invention. But altho several high Government officials showed some in-

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terest, the turret scheme was disapproved by two successive commissions, which had been appointed through Doctor Timby's persistent efforts.

Then the Civil War came and the question of some form of fighting-ship to cope with the new conditions brought about by the iron sides of the rebuilt *Merrimac* became vital. This is the story of what happened according to the memorial of the Patriotic League of the Revolution to the Fifty-seventh Congress:

"The inventor succeeded in enlisting the interest of John F. Winslow and John A. Griswold. They, with C. S. Bushnell, determined to build a warship on the turret system at their own risk. Winslow and Griswold furnished 90 per cent. of the $275,000, the cost of the *Monitor*, while Bushnell furnished 10 per cent. Ericsson received as remuneration for his services as engineer 5 per cent. of the gross receipts paid for the *Monitor* and other kindred vessels built by the Winslow, Griswold & Bushnell Company. Mr. Timby was paid a royalty of $5,000 for the use of his patented turret used on the *Monitor* and two other vessels built by said company. This royalty was all that he ever received from his great invention."

The information that Ericsson was paid for his services "as engineer" is italicized, and with that phrase the memorial dismisses Mr. Ericsson and sets the school historian right if he will but take the hint.

Everybody knows what the *Monitor* did to the *Merrimac*; the history-books are all straight there, but while everybody else got the thanks of Congress Doctor Timby was forgotten. . . . . .

In addition to the revolving turret another of Doctor Timby's ideas, according to his story, was put into practical use in the Civil War in the destruction of the great Confederate ram *Albemarle*. Timby used to tell how he suggested to Secretary Stanton the plan of attaching a torpedo to a long spar in the bow of a launch and sending the launch alongside with a daredevil crew who would fire the torpedo and then take their chances of escaping in the confusion. Lieutenant Cushing was chosen by Stanton as the most coolly reckless man in the navy. After listening to the plan Cushing is said to have declared: "I think it the most impracticable idea I ever heard of." Then he went and did it, and the history-books tell all about that, too, without ever mentioning Doctor Timby.

GERMANY'S AIR-KING

"THE greatest German of the twentieth century" is Count Zeppelin, according to no less a personage than the Kaiser. The Count's achievements in practical aeronautics have come only after a lifetime of hard work, difficulties, discouragements, failures, and constant personal risk. From an article in *Tit-Bits* (London), based on an interview with Zeppelin, we quote:

He is a man who speaks little of the past. From others one learns of how at one time he became so poor that he had to live in a little cottage on an allowance made to him by his friends. When, at thirty years of age, the Count married a lady belonging to one of the German aristocratic families, his friends and relatives, who had regarded him almost as a lunatic on account of his devotion to the task of inventing aerial machines, thought that his wife would wean him from his eccentric ways. But in this respect they were disappointed.

The marriage itself and the ensuing honeymoon interrupted for a time Count Zeppelin's devotion to his research work, but within a year of the wedding-day he was again hard at work on the solution of the problem, aided and encouraged by his young wife. Year by year passed, and still the aristocratic mechanic continued to construct all sorts of flying-contrivances that for the most part refused to fly. He and his wife, however, were fully agreed that he should devote his whole life to the task of teaching mankind how to fly. . . . . .

For over thirty years the Count devoted himself to the construction of flying-machines, "but," he remarked, "the risks were too great and the successes were too small to warrant the continuation of such experiments. On one occasion I fell from a height of forty feet, but happened to alight on some bushes,

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which broke my fall and saved my life, altho I received a number of painful wounds. On another occasion I fell from a considerable height, but again had the good fortune to alight on soft earth without sustaining more than a broken leg. These were but two of a number of accidents which led me to finally abandon the flying-machine for the navigable airship."

"But even they have their perils, Count?"

"Yes; I suppose one of the narrowest escapes I had was when last year I fell asleep in the cabin of my airship. By some lucky chance I did not sleep for long, and only a few minutes after I awoke the airship was in flames. Had I remained asleep I should certainly have been burned to death."

The adventures of Count Zeppelin, however, would almost fill a volume, for, apart from his exciting experiences in connection with flying-machines and balloons, he has had innumerable escapes. He fought in the Franco-German War, and is said to have been the first German soldier to cross the frontier into France.

Once, with three other officers and seven dragoons, he set out on a patrol into the enemy's country. On one occasion he was dismounted by a French lancer and narrowly escaped death. Finally, the little party was cornered in the court-yard of an inn at Reichshofen, and all but one surrendered. This was Count Zeppelin. Escaping, he got hold of another horse and made his way back to his own army through a mountainous and woody district infested by the enemy. During his adventurous ride he hid for two whole days in a thick wood surrounded by French troops, ultimately managing to evade them, and getting through with valuable information.

Another adventure illustrates the Count's wonderful skill as a swimmer. It was during the war with Austria in 1866 that he had to carry a dispatch across the river. But all the bridges were held by the enemy. He mounted his horse, and the animal was galloped to such an extent that it dropt dead just when it reached a spot beyond the enemy's fire. In full uniform, with boots reaching to the knee, the Count attempted to swim the river. Just in the middle his strength left him. He let himself go, touched the bottom, pushed himself off again, and continued this process until he reached the other bank.

A BUSH WALK IN BELIZE

WRITING from Belize, British Honduras, to *Men and Women* (Cincinnati), the Rev. W. S. O'Kane, S. J., describes this town as a "place of some ten thousand inhabitants, with streets made of rough coral, with small, ugly, wooden houses cast here and there in chaotic disorder, without other water system than the clouds and sundry pails, pans, and tanks, without any sewers beyond two open canals about six feet each in width, without business energy, and lacking other things of vastly more importance." One day he set out for a tramp with several of his students in St. John's College, Belize, and met with difficulties which surpass even those of some of ex-President Roosevelt's famous rough-and-ready tramps around Washington. To quote:

There are only two roads that lead out from Belize, and both of these degenerate into a mere bush-track after eight or ten miles; one leads westerly, up to the branching of the river, and one to the south, following roughly the line of the coast, and terminating at a little village called Siboon.

A week or so past, I took our seventeen boarders out for a day's tramp over this latter road—at least, that was my intention. We left the house about half after eight in the morning of a beautiful bright day, taking with us a weird and fearful-looking collection of weapons, and a young man of the town as guide. He was a truthful-looking young man, but he nearly wrecked my faith in humanity before the day was over. We crossed the ancient and rotten bridge that leads into the southern part of the town; we passed through the winding, unkempt streets filled with the balmy odors of the tropics (in prose, the reek of decaying vegetation); we came to the sea, with its *anarithmon gelasma*—a laughter that had a reason, as we afterward found out (we were the reason). We turned up a rather good coral road,

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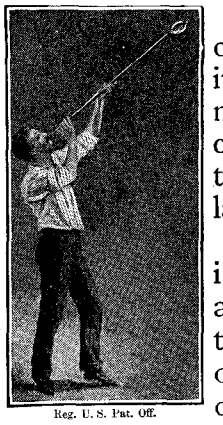

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past the old burial vaults, past the public common—and quite suddenly my guide stopt, pondered a moment, and then struck off into an opening in the "bush." I asked him why he did so; and he said, "Why, sir, this is the road." I had to admit that he ought to know, but that I should never have suspected that there was any road there at all.

Well, we followed our guide—the guyed following the guide. Presently we came to a place where there was impassable bush on either hand, and in front water. The guide looked at me, and my face was stern. But he said, apologetically, "I don't think it's very deep, sir, and I'm sure the road is all right beyond." So, as we wanted by all means to go to Siboon, we put off shoes and stockings, rolled up our trousers, and waded in. It was just a little above my knees, just enough to muddy my clothes, but sure enough, after a hundred yards or so, the road did reappear—at least, some of the boys thought it was the road; tho in truth it was not what one might call visible to the naked eye.

But our new hopes were doomed to be shortly blasted. After a few rods, more water appeared, and after a bit we gave up all thought of finding a dry path, and pushed on with our shoes slung about our necks, having only one wild, possessing idea—to get to Siboon. We were soon in the heart of the swamp; all about us the tangled, uncanny mangroves, their branches sending down shoots that again struck root in the water, writhing and twining among each other like huge grotesque snakes, all about us the heavy fetid reek of the swamp, an atmosphere that was like dead hands about one's face. We trudged as through a very cavern of matted vegetation, wherein was no light of sun or the bright day, but only a ghoulish half-light, a sort of darkness made visible. A snake darted out before us, and I killed it with a lucky shot. On this side and on that rose the ominous chug and splash that told of some big 'gater flopping over in the deeper recesses of the swamp; a bat swept down from the tangle of trees and vines overhead and almost brushed my face with his foul wings. But our guide was cheerful—oh, so very cheerful! We would surely strike the road before long; we would be at Siboon in two hours, in an hour!

So we kept on. Thorns pierced our feet and tore our legs; big black ants bit us cruelly; mosquitoes hung in clouds about us. But we were going to Siboon, and we kept going. We kept on till we came to a spot where the view opened out a bit, tho still in the shadow of the wild growth overhead, where there was a little river, a black oozy unflowing stream, and a man could not say of it, "Here the swamp ends; here the river begins"; and beyond it was more swamp, the same dreary stretch. And out in the black water a big alligator lay floating like a log. I took a quick shot at it, and had the satisfaction of seeing the ball glance off his plated skull, while he placidly winked one eye at me, and dived beneath the water. The place was too deep to wade, we tried that, and under the circumstances, we did not care to attempt swimming. Our guide was fairly stalled; if I had not been so tired, I should have taken an unholy joy in his perplexity.

There was nothing to do but turn back, and we turned back. The journey home was very interesting, our feet were pretty well cut up already, and we were tired; every ant that by any chance missed us on the way out got first bite on our return—and, of course, the others took theirs in turn; some of us slipt and fell, and when we at length reached the town and stole in through back streets to the college, we were a thoroughly disreputable set of objects.

When I meet that guide now, he is a mere blur on the landscape. And we didn't get to Siboon.

THE SENSITIVENESS OF MR. GILDER

AMONG the many words of gratitude and appreciation called forth by the passing of a man who was at once an able editor, a gifted poet, and a useful citizen, there is frequent mention of his "beautiful personality," an insistence upon what Richard Watson Gilder was, rather than upon what he did. "As a matter of fact," says a writer in *Harper's Weekly*, "it was his character that overshadowed the poet. He was so beautiful a man that we forgot to care that he was a poet, too," altho he was "a greater poet

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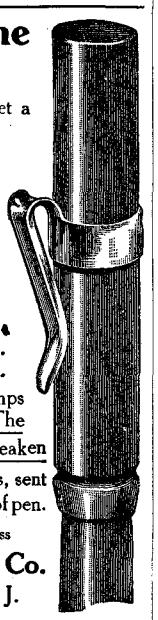

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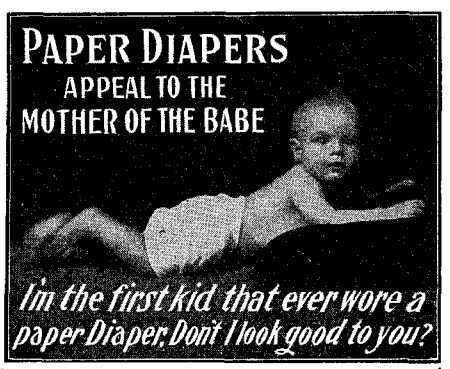

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than was ever said of him while living." Of Mr. Gilder and his rare sensitiveness we are told further:

He was a small, slightly built man, with the same mingling of the feminine and the seraph that we imagine in Shelley; his eyes bespoke the poet—large, dark, far-seeing, melancholy always even when he smiled. "Not hurting" was almost a religion to him. There is a writer who remembers going to him with a letter from the late Charles Dudley Warner and some manuscripts for sale. She was nursing what seemed a forlorn hope; she was very tired and rather hungry and inordinately afraid, and it was a dreadful day. The rain was falling in a blunt, steady, uncompromising pour. The would-be author's feet were wet and her black gloves thoroughly damp, and Mr. Gilder came out from his office far-eyed, preoccupied, forbidding. He stood up and let the lady stand; he listened with impatience and dismissed her cursorily. Nothing could have been more icy than the atmosphere of that office. Finally the poor writer escaped, choking down sobs, but the tears rained before she reached the elevator. She faced the outer door to find the rain still uncompromising and she had left her umbrella on the fifth floor of the Century Building. There was a grain of practical common sense at the bottom of the writer's soul, and she realized that more than ever, because she was an utter failure, must she take care of her umbrellas; so, bravely she faced the elevator-boy, the line of clerks in the outer office, the two stenographers in the anteroom, and, to her horror, Mr. Gilder himself. But in the interim he had somehow shed the formidable editor: he was Richard Watson Gilder, poet and man, with a soul magnificently free. He made the writer sit down, he apologized for the weather, and said he had ample time to talk. He promised to read the manuscripts carefully himself, and if he could not take them to tell candidly why. And he sent her, the second time, beaming past the long line of clerks and proud before the elevator-boy! He accepted a manuscript by a special messenger that night, and he remained ever after a willing adviser and helper of that writer. To the writer the whole matter grew to seem a comic incident, a joke, a good story to tell, but Mr. Gilder never liked it. "Don't tell that story," he would say. "Don't remind me of it. One may have done it so often when they were not obliging enough to cry, and so one never knew." For even when it lay a decade or more in the past he could not bear the pain of having inflicted pain.

If he was sensitive to the suffering of others he was equally sensitive to appreciation. Last winter, after many urgent requests, he went to a well-known woman's college to speak upon "Poetry as a Means of Grace." Many little things happened to touch and please him before he went up to deliver his address. On one of his host's bookcases he found the Household Edition of his own "Poems" with each poem carefully dated and notes written down the margin. "I did not know anybody liked my poems that much," he remarked, naively, and then generously he annotated the fortunate book himself, writing down places where certain poems were written, setting William Vaughan Moody's name at the head of "A New Poet" and Walt Whitman's over "The Wondrous Song." At dinner he talked of a winter spent in Provence, and of Mistral and Mireille, so eloquently and charmingly that his table-talk was turned afterward into long articles by those fortunate enough thus to hear him giving his soul away magnificently free.

He asked them: "How must I talk to these people? Must I be learned and formal? Do they care about poetry, or do they only study mathematics and biology?" He was reassured and told that poetry was a special cult and that he must be quite untrammelled. Those who heard him speak that night have often wondered if ever before or ever again he was quite so wonderful, so exquisitely wonderful as he was in that enthusiastic praise of poetry. He forgot his manuscript entirely; he walked out from behind his desk, his head thrown back, his arms outstretched, as he pleaded with these young women, in the very phraseology of the old religious revival, to come and be saved, to drink of the inexhaustible fount of poetry, to accept the exalted, the determinedly transcendent view of life which poetry offers. He recited poem after poem, from Milton's to those of his own brother-in-law; he recited unpublished poems of his own; he gave favorite lines and bits of magazine verse. His soul shone out fairly transfiguring his body.

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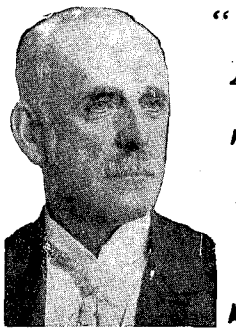

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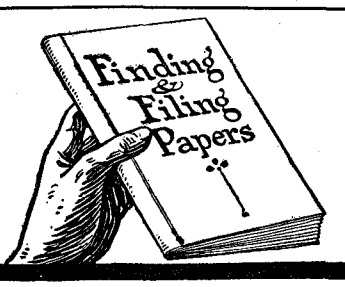

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THE DEVIL, SEPTIMUS, AND GEORGE ARLISS

Mr. George Arliss, tho a most exemplary citizen in private life, nevertheless won his spurs last year as a star of the first magnitude by being a "perfect devil" upon the stage. Being asked whether he had taken any of his stage interpretations from characters in real life, he replied, according to a report of the interview in *The Theater Magazine* (New York), by repeating Shakespeare's answer to that question: "All the world's a stage, and all the men and women merely players." Mr. Arliss went on to admit that "any thoughtful actor is bound to absorb a part from people he sees and meets in actual life," altho remarking, of his famous Satanic rôle, that here he "did not have to look very far for a living prototype of this character," but "simply went on the stage and 'acted like any gentlemanly devil would.'" As the guileless hero in a dramatization of W. J. Locke's novel "Septimus," he has this season been playing as un-Mephistophelian a rôle as could possibly be found. When asked where he "found *Septimus*," Mr. Arliss answered in this wise:

Septimus just grew. Nevertheless, while the character is a composite of many different persons I have observed in various places, I did find two men after whom I largely patterned the part. It happened in an odd way, too. Mrs. Arliss and I were strolling along a pretty little lane in the south of England, this summer, when we came upon a rather queer-looking one-story house on the edge of a place called Chipping Norton, near Oxford. Seeing no one about, I climbed over the low hedge around the place and peered into the windows on the garden side. You may imagine my surprize, when my eyes fell upon the interior of a large, low-ceilinged room filled with everything from an old plow to a grand piano. Over the bed there hung a huge fish-net, from which were suspended weapons of every description and age. While I stood meditating what manner of man lived in such a messy place, a man whom I had never seen before, yet whom I felt that I knew, came trudging up the hillside, with his hat in his hand, his up-standing hair glistening in the sunshine.

"I always lose my train," he said, as he came up to where I stood.

"How do you manage to get anywhere, then?" I asked him.

"That's easy—I wait for the next train," replied the serious-looking individual.

Then he wandered vaguely into his cottage without another word. I tried to think where I had seen him and who he was—*Septimus!* Could it be possible, a *Septimus* in actual life? At that time I had only read the book, I had not received the manuscript of the play. I decided to linger in Chipping Norton for awhile to watch this living *Septimus*. Presently he came out of the cottage with a pair of boots in one hand and a bottle in the other, and began to polish the boots. When he had about finished with one boot, our *Septimus* dropt it and ran into the cottage. Now lost to view, I was half tempted to go over to where he had left his boots to see if the bottle contained some new kind of "cure!" Anyway, here was a *Septimus*. From him I picked up the peculiar gait I use throughout the play, as well as the way I drop my head at intervals.

Later, in Paris, in a café in Montparnasse, I again saw a chap who had a touch of *Septimus*. He was a different sort than I had seen at Chipping Norton. This fellow was both wild and dead, if that be possible in a man at one time. He was an absinthe devotee. His manner of speech caught my ear, and I listened to his rambling talk for hours. Then, too, his eyes gleamed as I had pictured those of a man like *Septimus* would do. Would you believe it? I could hardly see straight when I got up to leave the café. My eyes felt as if they were going to jump out of their sockets. It was because of the vacant, yet burning look in that fellow's eyes, into which I had looked so long.

Need for Revision.—"I am in a sad fix," said Sarah Jane to her fellow domestic. "I dreamed last night I was going up in a Zeppelin, and I can't find the word Zeppelin in the Dream Book."—*Fliegende Blaetter.*

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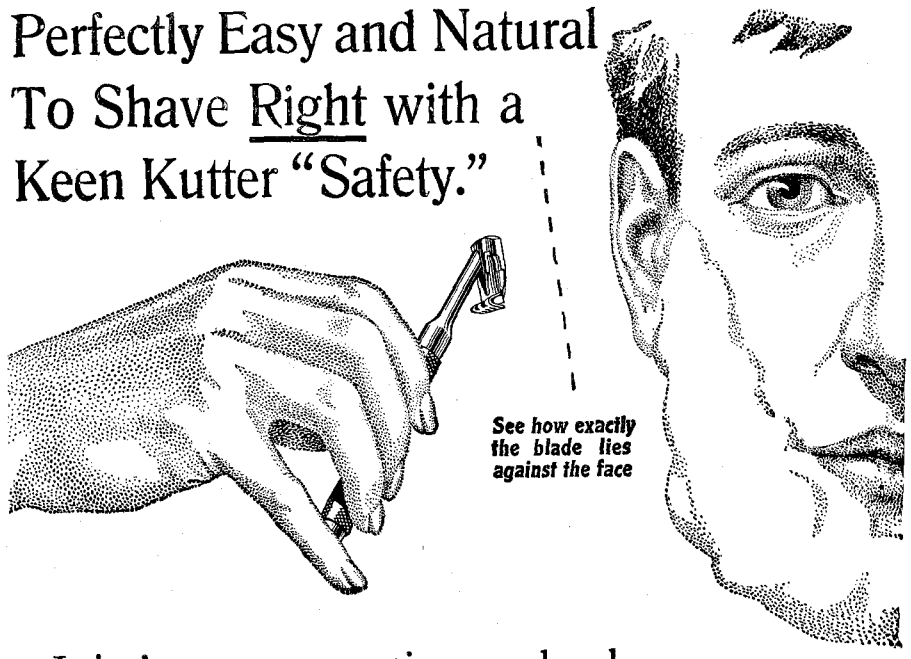

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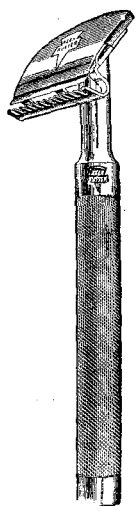

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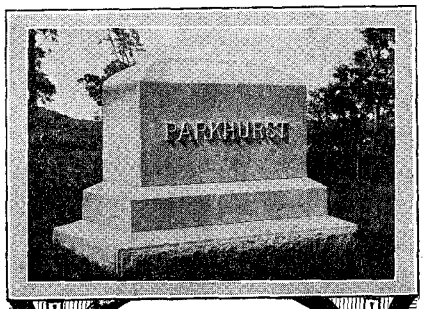

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A bird in the hand is worth two in the bush.
Nothing venture, nothing have.

What's sauce for the goose is sauce for the gander.
What's one man's meat is another man's poison.

Marry in haste, repent at leisure.
Happy is the wooing that's not long in the doing.

Perseverance kills the game.
If at first you don't succeed, try, try again.

Every man is the architect of his own fortune.
Man proposes, God disposes.

Health is better than wealth.
Health without wealth is half a sickness.

Hope springs eternal in the human breast.
Hope deferred maketh the heart sick.

Fine feathers make fine birds.
Handsome is that handsome does.

Fine words butter no parsnips.
Honey catches more flies than vinegar.

Appearances are deceitful.
Apparel oft proclaims the man.

Out of sight, out of mind.
Absence makes the heart grow fonder.

Fortune favors the fool.
A fool and his money are soon parted.

You can't teach an old dog new tricks.
Never too old to learn.

A good beginning makes a good ending.
Win at first and lose at last.

A man's wealth is his enemy.
Money makes the mare go.

Knowledge is power.
A little knowledge is a dangerous thing.

—*Judge.*

The Way it Works. "The time to save is when you're young."

"That's all right, but a fellow doesn't earn anything till he gets well along and then it costs more to live."—*Boston Herald.*

No Better.—SILLICUS—"Do you believe there is honor among thieves?"

CYNICUS—"No, they are just as bad as other people."—*Philadelphia Record.*

Never Make This Error.—"Cohen's ill in bed, I hear."

"Yes. He smoked a cigar from the wrong pocket."—*London Opinion.*

More Serious.—HE—"We'd have won the football game if our captain hadn't lost his head."

SHE—"Mercy! Was it so bad as that? I heard it was only an ear."—*Boston Transcript.*

What They're Doing in England.—The little daughter of a Dorchester gentleman was looking at a political cartoon. "Who is this, daddie?" she asked, pointing to a person with a coronet. "That is one of the Peers, my dear," replied her father. "Oh, I thought piers were places we sat on at the seaside," said the little one. "So they are, dear; but we are going to sit on these Peers all over the country now," was the quick response."—*London Daily News.*

So Careless.—CHILD—"Mama, mama, my piece of bread and butter has dropt on the buttered side!"

MAMA (to Nurse)—"Mary, I must beg that you will be more careful to butter Elsie's bread on the right side."—*Meggendorfer Blae ter.*

The Free and The Brave.—"What did the poet mean when he called his country 'the land of the free and the home of the brave'?"

"He was probably referring to bachelors and married men," said old Mr. Smithers, sadly.—*Tit-Bits.*

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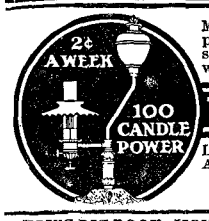

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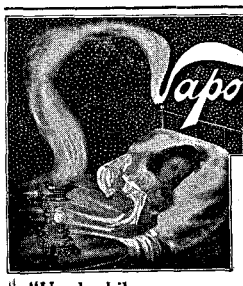

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Not Far Wrong.—SEPTIMUS—"How is your little girl, Mrs. Smith?"

MRS. SMITH—"My little *boy* is quite well, I thank you."

SEPTIMUS—"Oh, it's a boy! I knew it was one or the other."—*Brooklyn Life.*

Going Up?

Justice has a streak of yellow, for she grips the little fellow, but her temper seems to mellow toward the man who's higher up.

Tho she runs to fix her clutches on the one who steals as much as 50 cents, she limps on crutches toward the man who's higher up.

If the duties are evaded, quick is righteous wrath paraded, for the few who simply aided—not the man who's higher up.

'Tis a most obnoxious feature; Justice surely needs a teacher; worst of sinners not the creature, but the man who's higher up.

Little chap must go to prison for a crime not really his'n, while champagne is ever fizzin' for the man who's higher up.

When a trust is caught at scheming, Justice takes its menials, seeming not to e'en be faintly dreaming of the man who's higher up.

Ever calm her way pursuing, Justice notes what some are doing, but this duty is eschewing when the man is higher up.

Justice should take off her blinder, to the smaller try be kinder, and, before her or behind her, grab that man who's higher up.

—*Philadelphia Public Ledger.*

Colonelization.—The Raleigh *News and Observer* asks: "What is a Colonel?"

Once, when some one asked an old Georgia darky that question, he replied:

"Well, Suh, dar's lots er ways ter answer dat. I has knowed folks what wuz born kunnels—de thing runnin' in de blood fer ginerations an' ginerations; then ag'in, I has knowed folks what wuz desapp'inted ter be kunnels, an' others what wuz made kunnels by bein' kind ter de culud folks. For instance, any man what gives me a dollar, or even a quarter, I never fails ter call 'kunnel' f'um dat time on!"—*Atlanta Constitution.*

Located.—BILL—"I see the mines of a Montana town have a combined payroll of $3,000,000 a year."

JILL—"They must be Butte's then."—*Yonkers Statesman.*

A Preliminary Step.—"Why in emigrating to America have you planned to leave your youngest son behind?"

"Oh, I guess he'll follow later. He has just been appointed cashier in a Berlin bank."—*Meggendorfer Blaetter.*

Affinities.—In the Hereafter the man encountered a singular group of animals—two or three beavers, an otter, and some seals, all shivering, tho the climate, to say the least of it, was mild.

"We were skinned for your wife's furs!" they explained civilly, upon observing his perplexity.

He started and broke into a loud laugh.

"So was I!" quoth he, and joined them; and thenceforth they wandered on together.—*Puck.*

To Add Interest.—A little boy was killed on a viaduct in a certain Texas city. A father was trying to describe him to his little son. The child tried to recall the dead child, and, failing, said sorrowfully to his parent, "I wish it had been Patty O'Hagan—I know him."—*The Delineator.*

The Philosophy of Economy.—WISE—"Don't get foolish just because you've had a little money left to you. You'd better be economical now."

GAILEY—"Ah, it's too hard."

WISE—"But if you don't live economically now you'll have to later."

GAILEY—"Well, it isn't so hard to be economical when you have to."—*Catholic Times.*

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Our aim has been to make Barrington Hall the Baker-ized Steel-cut Coffee mean something to coffee drinkers. How well we have succeeded can be judged by its many imitations.

It is proper, therefore, to explain that in reality there can be no imitation of our coffee.

Every part of our process is patented, except the words "steel-cut" (this being descriptive cannot be) and by its unwarranted use on coffees of any quality or kind, unscrupulous dealers have made it a meaningless term.

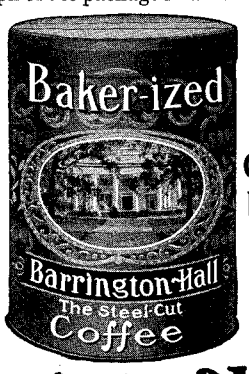
If you have been persuaded to try a so-called cut coffee, do not judge Barrington Hall by it.

In appearance a 20c. coffee cannot be distinguished from a 40c. coffee. The imitator has no established reputation to lose. He is satisfied with one order and the standing that "Steel-Cut" Coffee has gained by its connection with Barrington Hall helps to sell his imitation.

The public's loss is in supposing that all steel-cut coffees are the same.

If you have gained a wrong impression of steel-cut coffee, or if you have never tried the only genuine steel-cut coffee, Barrington Hall, here is an opportunity and here is a photograph of the package in which it is sold.

Sealed by us



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FREE TRIAL OFFER

Send us your grocer's name and we will send you enough Barrington Hall to make 6 cups of delicious coffee and our booklet that explains why ours is different from other coffees.

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"I sincerely trust that I am not unduly trespassing on the time of this court," said the lawyer, with a suspicion of sarcasm in his voice.

"There is some difference," the judge quietly observed, "between trespassing on time and encroaching on eternity."—*Philadelphia Public Ledger.*

High Tension.—"My husband was a very high-strung person."

"Yes. I've heard he was hung on Pike's Peak."—*Harper's Weekly.*

A Literary Accident.—"Hear about Perkins? Pretty tough."

"No. What?"

"The poor fellow dropt into the vernacular, bumped against a hard word and split his infinitive."—*Life.*

Too Honest.—MRS. YOUNGBRIDE—"Mrs. Smith says there is lots of cream on her milk-bottles every morning. Why is there never any on yours?"

THE MILKMAN—"I'm too honest, lady, that's why. I fills my bottles so full that there ain't never no room left for cream."—*Woman's Home Companion.*

CURRENT EVENTS

Foreign

December 27.—Ex-President Zelaya, of Nicaragua, arrives in Mexico on the Mexican gunboat *General Guerrero.*

December 28.—Grand Vizier Hilmi Pasha and the Turkish Cabinet resign.

December 30.—Delagrange, in a Bleriot monoplane, flies 124 miles in 2 hours and 32 minutes in France.

Domestic

WASHINGTON

December 26.—President Taft gives out an official definition of the word "whisky."

December 30.—Attorney-General Wickersham files a brief with the Supreme Court asking for a receiver for the American Tobacco Company and charging it with conspiracy in restraint of trade.

GENERAL

December 24.—At Topeka, Kan., Federal Judge Pollock declares the Kansas Bank Guaranty Law void.

The Explorer's Club expel Dr. Cook, condemning his story of the ascent of Mt. McKinley as a fraud.

Miss Jean Clemens, younger daughter of Mark Twain, dies at Redding, Conn.

December 26.—Frederic Remington, the artist, dies at his home in Ridgefield, Conn., after an operation for appendicitis.

A severe snowstorm sweeps over New England and eastern New York, doing great damage along the coast.

December 27.—In a speech in New York Chief Forester Pinchot warns the public against private exploitation of our natural resources.

The striking switchmen in the Northwest reject the terms offered by the railroads, thus continuing the strike.

December 29.—Wu Ting Fang, retiring Chinese Minister, sails for Europe.

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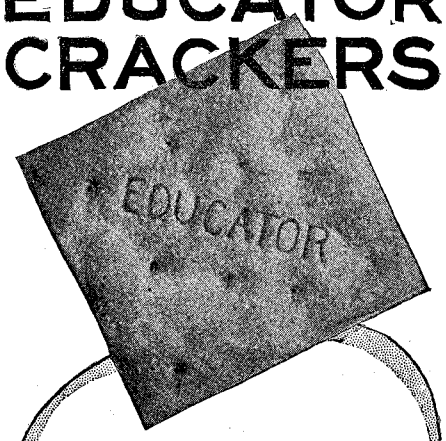

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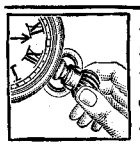

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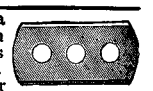

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Next Real Estate Number Feb. 5th

WATCH FOR IT

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *Inquirers desiring prompt answers will be accommodated on prepaying postage.*

"G. C. B.," Bode, Ia.—"Kindly give the correct spelling and pronunciation of 'Philippine' and 'Filipino'?"

The correct spellings are as given here, and the pronunciations are as follows: fil'i-pin, (i as in it); fil"i-pi'no, (third i as in machine, o as in note).

"S. F. M.," New York, N. Y.—The drama of "Ingomar" is the work of Baron Eligius Franz Josef Münch-Bellinghausen, an Austrian dramatist, whose pseudonym was Friedrich Halm. He was the author of numerous, well-received plays.

"L. J. L.," New Orleans, La.—"Please state what part of speech 'direct' is, in the sentence: 'Mexico may be reached by steamer, direct from New York or by way of Havana, her chief ports being Vera Cruz and Tampico.'"

"Direct" in this instance is an adverb, modifying the verb "may be reached." It is one of the various modifiers of the verb, and indicates that the journey may be made "by direct course," as may be seen in the sentence, "He went *direct* to France."

"L. V. F.," Washington, D. C.—"I can not locate the word 'orthodantiste' in the dictionary. Please state its meaning."

The term is probably a trade term coined as a derivative of the word "orthodontia" which is a form of dental surgery that has to do with the mechanical treatment necessary to correct irregularity and faulty positions of the teeth. "Orthodontist" would more nearly conform to the etymology of the word.

"J. A. E.," New York, N. Y.—"In the enumeration of the names of various persons, may the abbreviation 'etc.' be correctly used to indicate other persons who are not specifically mentioned?"

The use of the abbreviation "etc." in connection with this is incorrect, as it applies to other *things* of any particular class or kind. The correct expression would be "et al.," meaning, "and others," and hence it is used to indicate other persons.

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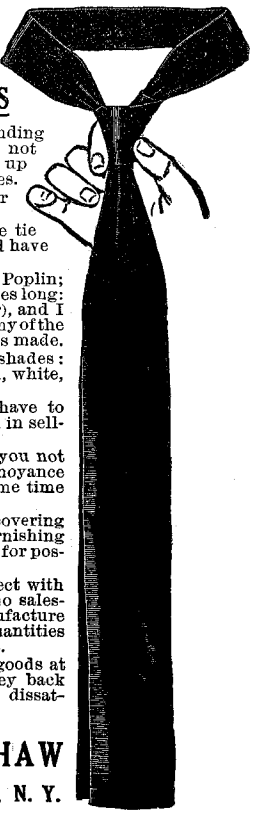
For Two

FOUR-IN-HAND TIES



with the distinct understanding that the ties I furnish will not show pin holes or wrinkle up like ordinary silk or satin ties.

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I have been studying the tie question for a long time and have solved the problem.

My ties are made of Silk Poplin; are 2 inches wide and 46 inches long; are reversible (double wear), and I guarantee them to outwear any of the high-priced silk or satin ties made.

Made in the following shades: Dark blue, black, green, red, white, brown and gray.

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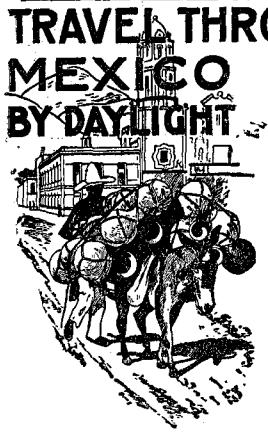

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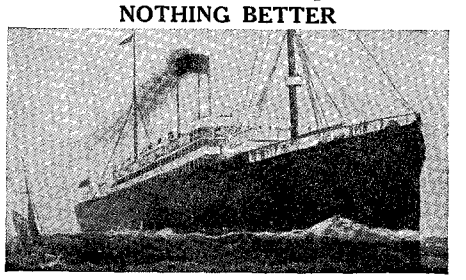

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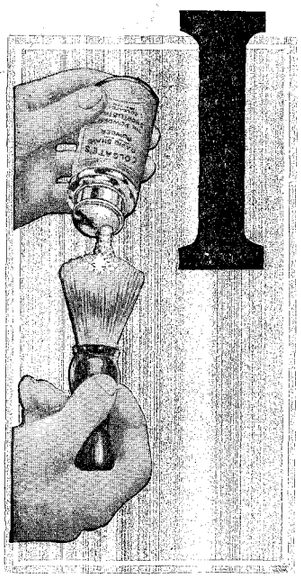

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